September, 1958 50 cents

PACIFIC FISHERMAN

"Aint Nobody Knows —" P9

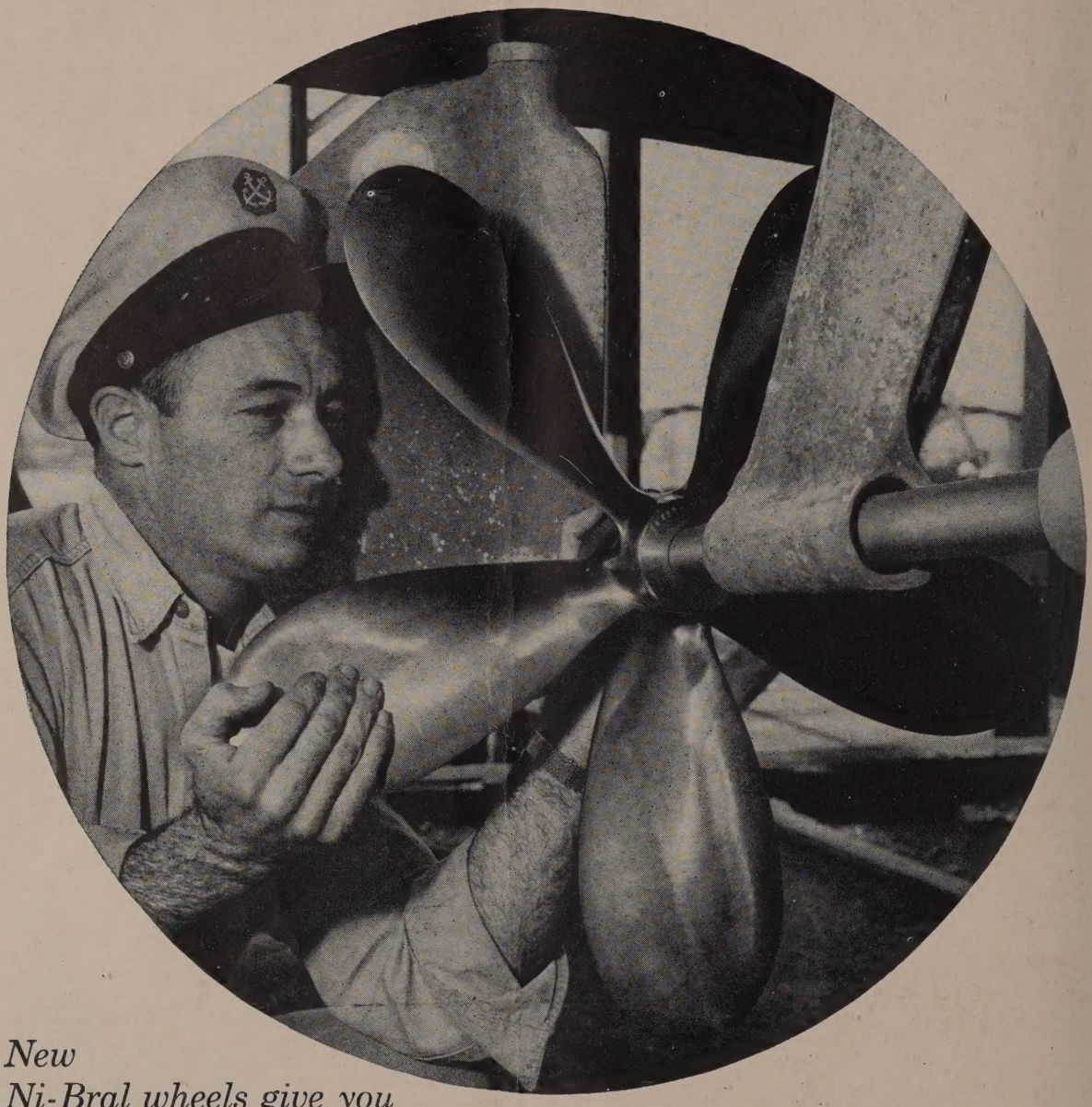
The King Crab King P14

KING CRAB OPERATIONS —

Wakefield's processing vessel "Deep Sea" receiving King Crabs from the trawler "Shielikof" as she lies at anchor in Pavlof Bay, Alaska (Article on Page 14)

A MILLER FREEMAN PUBLICATION

ishing is a world industry; and the Pacific alone is half the world



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longer propeller life for your dollars

Why? Three reasons . . .

First, because this wheel is made of the finest bronze ever developed for propellers. Ni-Bral* is a new nickel-aluminum-bronze propeller alloy specially developed by Inco Research. Severe service on Arctic ice breakers, tankers, and other ocean going vessels, proved that Ni-Bral is far superior to ordinary bronze — that it has higher strength, better fatigue resistance, four to six times better resistance to corrosion and cavitation erosions.

Second, because Ni-Bral propellers cost practically the same as ordinary bronze propellers . . . yet offer you 4 important advantages:

1. Four times longer life than ordinary bronze propellers because of its superior corrosion and cavitation-erosion resistance.

2. Less vibration. Because of its great strength, 5-bladed wheels can be used in sizes down to 18″ diameter. Less vibration . . . and less leakage at stuffing boxes.

3. Better resistance to damage from floating debris. A Ni-Bral wheel is so strong that it will resist deformation.

4. Extra power and speed because Ni-Bral's high strength-weight ratio permits up to 10% thinner blades, up to 20% reduction in propeller weight. You get maximum thrust, minimum drag.

Third, because you can get a Ni-Bral wheel in the diameter and pitch you need, in five-bladed wheels (18″ and above) as well as three-bladed wheels, from any leading propeller producer. They all make them now: Michigan Wheel Co., Grand Rapids, Mich.; Columbian Bronze Corp., Freeport, L. I., N. Y.; Federal Propeller Co., Grand Rapids, Mich.; Stannus Propeller Co., Detroit, Mich.

Try a Ni-Bral wheel this season! Write to any one of the manufacturers above for information on prices, diameters, pitches. *Registered Trademark

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street INCO New York 5, N. Y.

PACIFIC FISHERMAN

Our Fifty-Sixth Year—

SEPTEMBER, 1958
Vol. 56 No. 10

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Alaska Canned Salmon Pack — August 28, 1958

	King	Red	Pink	Chum	Coho	TOTAL
8/24/58	50,661	479,694	1,546,753	683,676	72,271	2,833,055
8/24/57	45,930	745,516	720,175	641,753	52,804	2,206,178
8/25/56	46,158	997,800	1,035,011	534,579	59,271	2,672,819
8/27/55	47,127	620,439	1,240,393	336,552	62,592	2,307,103
8/21/54	51,848	731,976	1,082,007	918,876	90,474	2,875,181
8/22/53	54,424	963,916	883,719	628,590	72,452	2,603,101
8/23/52	55,512	1,189,572	1,026,880	718,802	97,514	3,088,280

• With Alaska salmon fishing for 1958 virtually complete save for the fall Chum season, the August 28 total catch was disappointing, substantially short of the 3,000,000 cases which had seemed certain as the month opened.

The final weeks of fishing fell flat, with no mid-August bulge in the run around the southernmost islands.

Fall fishing *could* achieve the 3-million figure; but whether operators would find sufficient encouragement in the current price of fall Chums was obscure at presstime.

Great U. S. Fleet Forced to Come From Far Behind in Sockeye Race

• Fishing seven days a week, but 700,000 fish short of equal division in Fraser River Sockeye Treaty waters, the greatest United States salmon fleet ever assembled in a single fishery was striving as August closed to overcome what seemed a hopeless handicap.

The great Adams River run — or rather the 41.5% of it which had not come down Johnstone Strait, outside of treaty waters — was in the Strait of Juan de Fuca, Puget Sound, and the Gulf of Georgia, but the Canadians were closed down while the Americans went on a 7-day week basis.

The Canadian fleet which was piling up this lead in treaty waters was limited in number, for many of the boats had gone to Johnstone Strait for the extraordinary fishery there.

The American effort on the other hand included scores of vessels from Alaska, and was by all odds the most massive marshalling of fishing power ever concentrated in a single salmon fishery. Moreover, they were good fishermen, with good boats, the best of gear, and a golden opportunity.

The fish were deep; they were wild; they were scattered—there were many opinions.

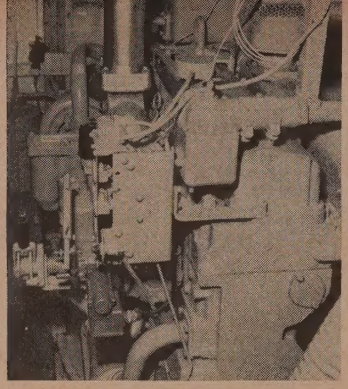
Only one thing was certain: the Americans weren't getting their share of the Sockeyes.

In this situation the International Salmon Commission, seeking to discharge its obligation to divide the catch equally, granted the Americans a week-without-closure.

The Canadians to August 26 had taken 4,025,585 Fraser River Sockeye, 2,752,872 of them outside of treaty waters. The Americans had 684,979 for a total of 4,710,564. This was nearly 500,000 fish more than the two fleets had taken from the 1954 run to even date, when the international catch aggregated 4,241,243 fish.

Thus the Fraser run as a whole to the closing days of August was ahead of the cycle year — and the 1958 run was 10 to 12 days late by the calendar. The trollers still found the sea bright with Sockeye.

The year could still be a *great* one — was certain to be for the Canadians, with 58% of the Sockeye running to the Fraser through the Canadian corridor, where the catch is not divisible.



This Caterpillar D326 Marine Engine furnishes propulsion power for the "Elfin." "I like my D326. It's an engine that embodies all the latest design features," comments Skipper Elzenga.

"I was tired of seeing Cat-powered boats pass me up," says Skipper Elzenga. "Now my Cat D326 Marine Engine puts me right up with the leaders."

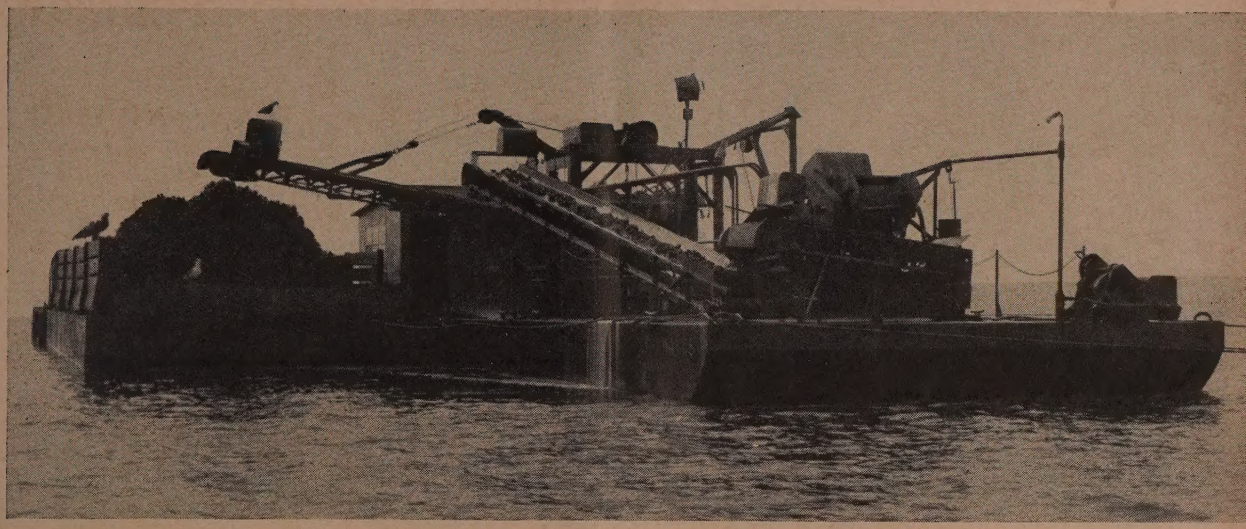
Mr. and Mrs. Dave Elzenga, Aberdeen, Washington, aboard their fishing boat, "Elfin," operating out of Hoquiam, Washington. Boat is 52' long with 14.5' beam and 7' draft. A Cat D326 Marine Engine drives a 40" x 29" wheel to 8½ knots with 18-ton load.

Dave Elzenga, owner of the 52' "Elfin," has been fishing for salmon and tuna since 1947, all along the Pacific Coast. He decided he wasn't getting enough propulsion power, so . . . "I snooped around and saw all makes and decided on Cat Power. I talked to other owners, too, and they said Cat Engines proved economical and dependable."

Skipper Elzenga installed his D326 himself. "Being a former tool and die maker," he says, "I can appreciate good workmanship. I'm really pleased with the engine's performance and find it drives my boat faster than I expected. The added speed will enable me to get to the fishing ground sooner—give me more time to fish—get me back fast."

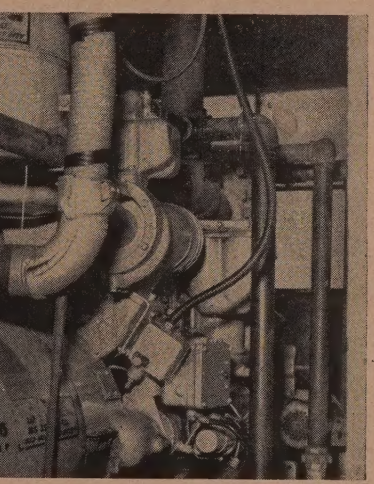
Cat Marine Engines are famous for low down time and ease of maintenance. One reason is their trouble-free fuel systems. Fuel injection valves and pumps are interchangeable and entirely free from adjustment. And the easily replaced capsule valve with its single, large orifice, combined with the Caterpillar-designed precombustion chamber, gives foul-free performance when trolling or idling.

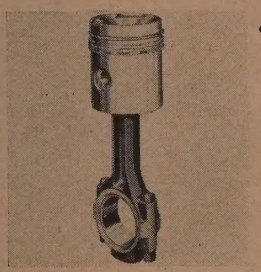
These modern, heavy-duty Cat Marine Engines are available from 62 to 500 HP (continuous ratings). Let your Caterpillar Dealer recommend the correct power size for your boat. And don't forget



Electrical power for *all* equipment on this oyster dredge, "Ralph Hayes," is supplied by a Cat D326 Electric Set. Power failure in an operation like this would prove costly to owner Coast Oyster Company. That's why they chose Cat equipment, long known for dependability and continuous, honestly rated power. And they like the service they get from their Caterpillar Dealer.

Here's a closer look at the Cat D326 Electric Set generating all the power for the "Ralph Hayes" shown above. One of the features most liked by fishermen about the D326 is its ability to give top performance with low-cost fuel oil, available anywhere you tie up.





Multi-featured aluminum piston is one reason for the acknowledged durability of Cat Marine Engines. The top ring band is cast iron and integrally tooled as part of the aluminum piston head affording longer ring life; while Caterpillar's exclusive wet-type cylinder liners and oil cooling system assure peak performance for thousands of work hours.

ENGINE POWER BY CATERPILLAR

the other member of this marine power team . . . the Cat Diesel Electric Set for powering auxiliary equipment. Available from 30 to 350 KW (continuous), each is honestly rated and certified for capacity. Cat Marine Engine service shops are all along the coasts. You can depend on your nearest Caterpillar Dealer to get you back on the job with service 'round the clock and parts you can trust.

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Send me more information about Caterpillar Marine Engines and Electric Sets for propulsion and auxiliary power in fishing boats.

☐ Have Caterpillar Dealer call for an appointment, as I may be in the market. I understand that I am under no obligation.

☐ I am interested in learning more in general about these engines. Please send me detailed literature.

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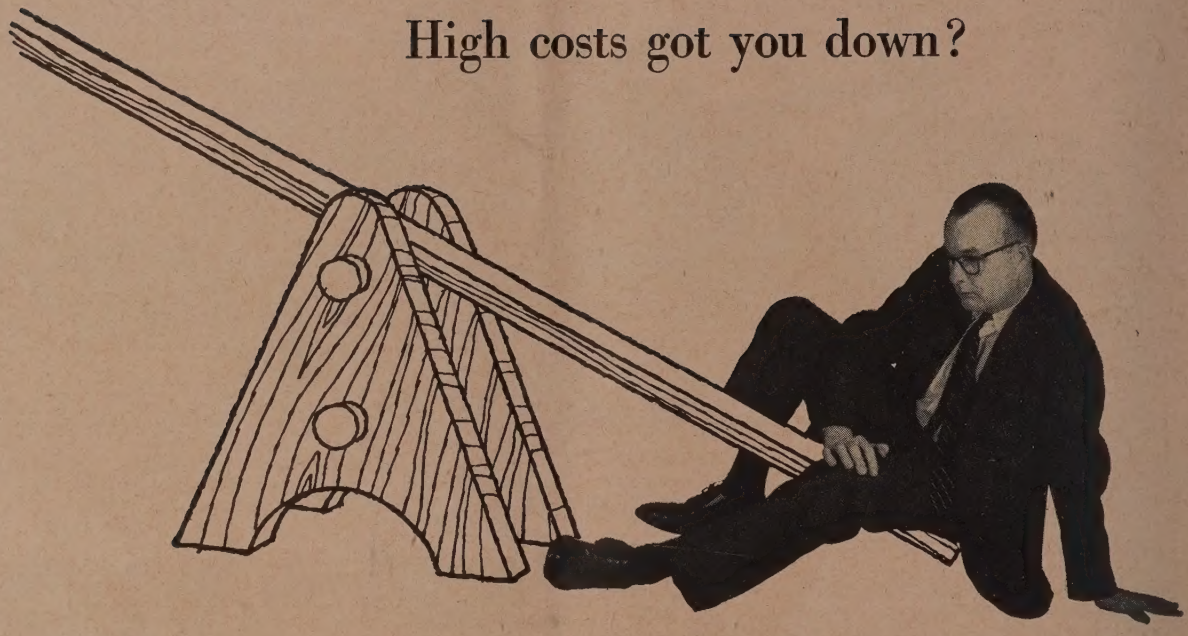

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THE MODERN LUBRICANT

Here's an oil that can save you hundreds of dollars in engine replacement and maintenance costs.

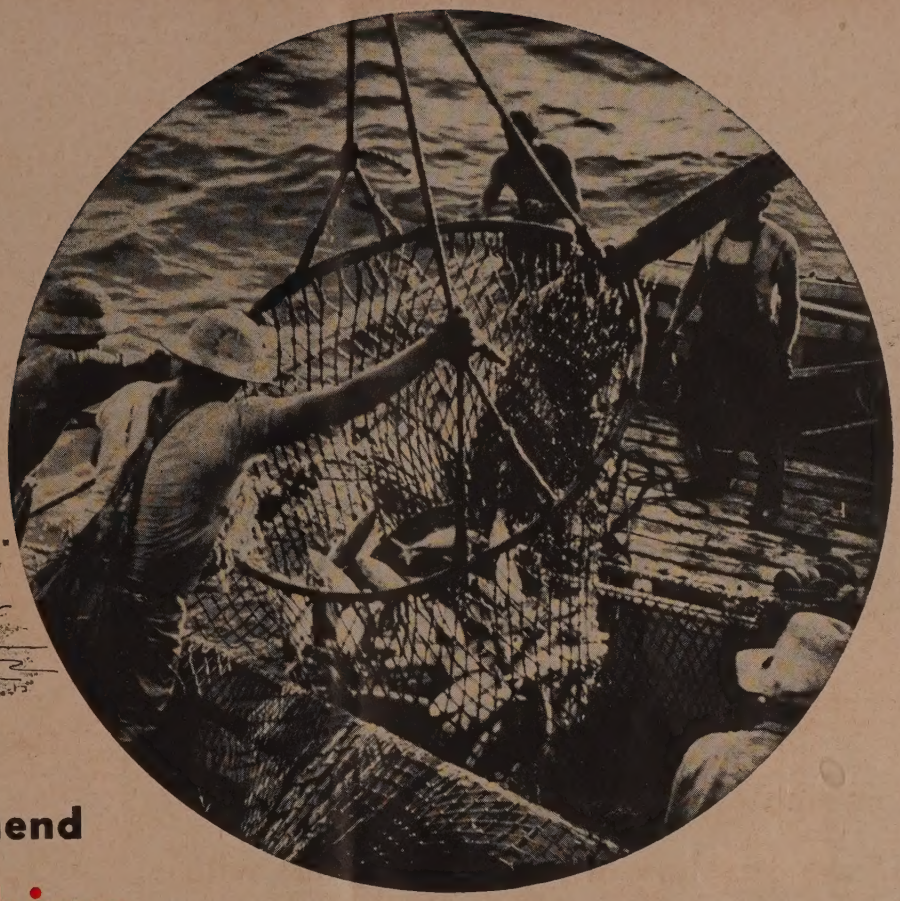
Shell Rotella makes savings like this possible because it cancels out the major cause of engine wear — *acid action.* Acid action is the result of harmful acids formed during the combustion cycle. Unchecked, these acids attack piston rings and cylinder walls, are a bigger wear factor than friction.

See from actual case histories how Shell Rotella can extend the working life of your equipment, save you money. Call your Shell representative this week.

SHELL ROTELLA OIL

- **a tough, heavy-duty oil**
- **neutralizes engine acids**
- **detergent-dispersant and oxidation-inhibiting properties help keep engines clean**
- **developed by lubricant specialists at Shell research laboratories**

SHELL

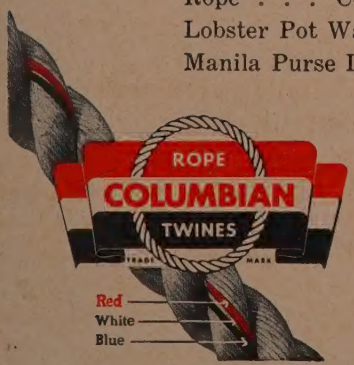


"We Recommend

Columbian for

The Fish that Never Get Away!"

You can depend upon Columbian Fisherman's Rope — whether net or line — to come through for you when you need it. For more than 50 years, Columbian has been a foremost rope-supplier to the commercial fisherman. Columbian Net Rope . . . Columbian Buoyline and Lobster Pot Warp . . . Columbian Pure Manila Purse Line . . . these and many other Columbian products are standard equipment wherever fishing boats sail. And Columbian treated ropes — Tarred Rope, Copperized Rope, Red Kopper Rope—are chemically preserved against fungi, mold and bacteria. Long recognized as "the choice of the fishing fleet," Columbian's Fisherman's Rope helps make bigger catches on better trips.



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Auburn, "The Cordage City," New York

The Man Who Knows the Ropes Says, "Columbian!"

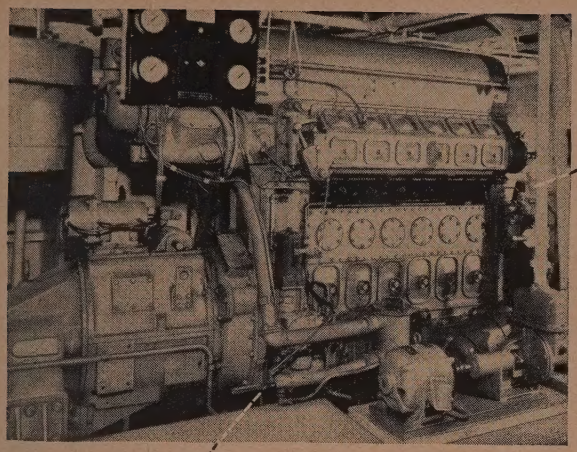
WHEN YOUR ENGINE STOPS RUST STARTS!

As your engine cools, water forms in your cylinders to bring on your worst enemy—rust! But new, exclusive Tydol HD has an amazing additive that's impervious to water! It prevents formation of rust by leaving a protective film on cylinder walls and moving parts.

So on or off—your engine's safer with Tydol HD! And whatever fuel your engine uses—gasoline, diesel, propane-butane—there's a Tydol HD Motor Oil to save you time and money. Call your "Flying A" Distributor.

New Tydol HD keeps working when your engine's off!

TIDEWATER OIL COMPANY



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Marine O-P Diesels
Help Make the
605 Ton Pure Oil
M/V R.B. Kelly...

"One of the Most Flexible Pieces of Floating Equipment Ever Built!"

—so says the president of Equitable Equipment Company who built this rugged, multipurpose craft in 1955.

The R. B. Kelly is serving as cargo ship, supply vessel, A-1 water carrier, tug boat, or operational barge serving offshore installations of the Pure Oil Company in the Gulf of Mexico.

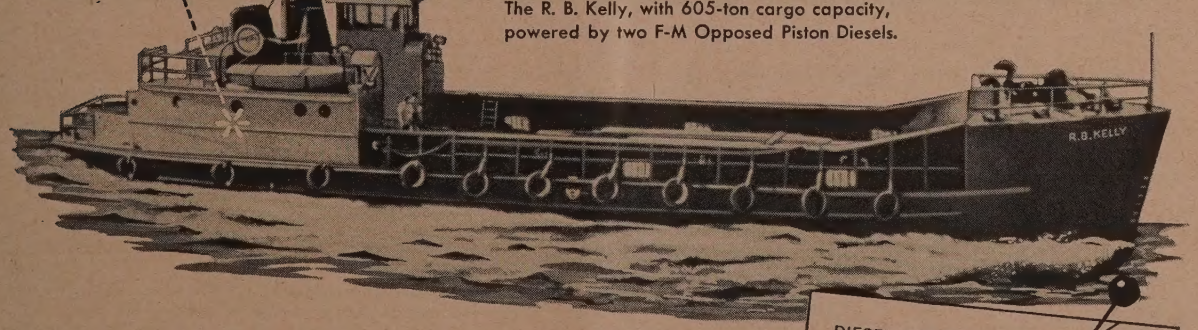
The Kelly can carry 10,000 feet of 9⅝" O.D. casing at a single loading. Below decks, six cargo tanks have a capacity of 3,300 barrels. Two wing bunkers in the engine room provide 6,000 gallons of diesel fuel storage. There's strength enough in the weather deck for a 65-ton crawler crane used in hoisting operations.

The R. B. Kelly is powered by two, 6-cylinder 38F5-¼ Fairbanks-Morse opposed piston diesel engines. Each one is rated at 450 hp. at 1200 rpm. Together the engines afford a line pull of 25,000 lbs. Her maximum speed is 12½ knots.

More and more vessels today in all waters are turning to F-M Opposed-Piston Diesels as the finest source of power and economical operation available. They are more compact, leaving more room for cargo and fuel. Maintenance is extremely low.

Why not find out today what F-M, O-P performance from 300 to 3000 hp. could do for the vessel you own or are building. Write Fairbanks, Morse & Co., 600 S. Michigan Ave., Chicago 5, Illinois.

The R. B. Kelly, with 605-ton cargo capacity, powered by two F-M Opposed Piston Diesels.



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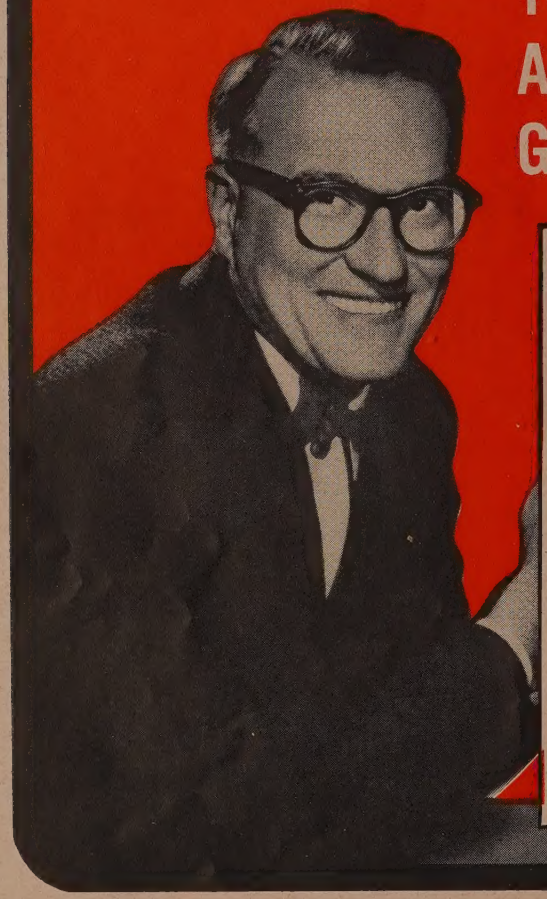

Special ads enlist food retailers, too!

Here's a double-barreled assist from Canco that will help make September's tremendous Canned Foods Campaign a whopping success!

Throughout this month Canco has scheduled special commercials to be delivered in person by DAVE GARROWAY on his top-rated "TODAY" show over the NBC-TV network. He will remind his millions of viewers of the goodness, convenience and economy of delicious canned foods, urge shoppers to buy extra quantities of their favorite brands during this bargain month.

Secondly, Canco has placed advertising in leading grocery publications—telling retailers about this industry-wide campaign and suggesting that they stock up, tie in fully. Add to all this Canco's special September promotions to home economists, food editors, feature writers and columnists . . . and you can see why September looks like a *great* month for canned foods!

WATCH DAVE GARROWAY on NBC-TV every Thursday morning during September. You'll see Canco's special commercials between 7:30 and 7:45 A.M., E.D.T. Check your local paper for time and channel.

CANCO **AMERICAN CAN COMPANY**

PACIFIC FISHERMAN September, 1958

"Aint *Nobody* Knows What's in th' Mind of a Fish"

• Headline of this article, a proverb drawn from the homely philosophy of one of the leading figures in the American salmon industry, serves well as both title and text of an article which touches broadly on the multiple vagaries of the fish in a year unprecedented for the number, nature and importance of such vagaries — 1958.

• Sockeye salmon in incredible abundance apparently were converging on the Fraser River as August entered its last week.

The Adams River run was late, but every sign indicated it was only late, not light.

The Canadians entered the last week in August with 2.5 million Fraser River Sockeyes caught — most of them in Johnstone Strait — and these do not count in the equal division prescribed under the Sockeye Treaty.

• Although it exhibited several departures from the expected migratory pattern, this season's Fraser River Sockeye run gave evidence late in August of fulfilling the forecasts.

Following perplexing delays of 12 to 14 days in the timing of the season's racial runs to the Fraser, the first hint of the Adams River run was offered August 18, when approximately 350,000 fish were taken in Johnstone Straits—three times as many as were caught in that fishery throughout the entire 1954 season.

Such a comparison, of course, could be misleading, because the Sockeye in earlier runs had shown a tendency this season to favor the inside channel rather than the outside passage along the west coast of Vancouver Island and into the Strait of Juan de Fuca.

This condition of course was greatly to the advantage of the Canadian industry, as the fish caught in Johnstone Strait, even though bound to the Fraser, were outside treaty waters and therefore would not be counted in the equal division of the catch which the salmon treaty calls for between Canadians and Americans of Fraser River Sockeye *caught in treaty waters.*

Canadian packers and fishermen were all confident and happy as the 1958 Sockeye season rolled into high gear.

• The late August Sockeyes showed strange reluctance to enter the Fraser itself and appeared to mill about off the mouth of that stream. This forced complete closure of the inside Canadian waters late in August as the Salmon Commission sought to secure spawning escapement.

Behavior of the fish in American waters also was peculiar, in that the seiners found much better fishing relatively than did the gillnetters. For some reason the movement of the fish seemed to be characterized by a drifting tendency rather than an active run. This led to schooling and milling, where the seines were most effective, while the erratic and random movement handicapped the gillnets.

• The Canadian industry was ready for the Sockeye when they did appear because, for the first time in several seasons, the year's Sockeye operations got off to an uninterrupted start. While there had been the usual controversy over prices and the organized fishermen had threatened to strike unless the operators raised their offer considerably above the first proposal, when the showdown came the fishermen agreed to accept the new terms presented through the Fisheries Association of B. C., which represented the 1957 minimum prices, plus an increase of ½c per lb. for Coho, 2c more for Fall Chums caught north of Cape Caution and an increase of $5,000 in the guarantee for salmon welfare funds, bringing the total to $50,000 annually.

The final settlement worked out this way: Sockeyes, 28c; Coho, Steelheads and Springs, 16c; Pinks, 9¼c; Chums to August 31, 7½c and after September 1 the price for Queen Charlotte

Chums would be 8c and for Fraser River, 12c, the latter being subject to subsequent negotiation depending on various conditions.

In spite of the early disagreement and hard bargaining, all elements in the Fraser River Sockeye enterprise displayed a much more harmonious and optimistic feeling than in other previous years. In the past 12 years there have been 19 strikes in B. C.'s fishing industry. This season, it appeared, would be one of those rare occasions without time-costing dispute.

Strike Mars American Start

● Although the Canadian operations opened smoothly with the onset of the run, American production was crippled by a strike August 20, when the purse seine crews picketed Puget Sound canneries for an "on the ticket" price of 31c.

Packers' early price was 25c "on the ticket," meaning the openly quoted price, but it was common knowledge that additional payments were actually bringing the amount paid per pound of Sockeye to 30c or more.

U. S. Strike Short-Lived

● The strike of American fishermen, which was largely although not wholly effective throughout the industry, was called off after two days by an overwhelming vote August 22.

Two factors combined to bring this decision: the packers' newly-posted price of 28c on-the-ticket; and the heavy run of Sockeye encountered by the Canadians.

Johnstone Strait Sockeye Detour Disaster to U.S. Fishermen

● Diversion of a substantial segment of the Fraser Sockeye runs down Johnstone Strait, instead of through the Strait of Juan de Fuca, had important economic consequences.

Of the mid-summer catch of Sockeye bound for the Fraser, 58% was made by Canadians in Johnstone Strait—outside treaty waters. In 1954 Johnstone Strait produced only 4% of the catch made from these same racial groups.

Moreover, to mid-August, more than 90% of all the Sockeye being taken in Johnstone Strait were fish bound for the Fraser. The catch during the third week in July approximated 1,000,000 Sockeye.

As these fish were taken in Canadian waters outside those covered by the treaty, they could not be counted in the divisible catch which the Americans share equally with the Canadians.

This the Americans recognized and accepted when the point was discussed at an open meeting of the Salmon Commission with the industry in Bellingham August 14; but they raised strong argument that realistic conservation required that the Canadian authorities should provide escapement from this wandering run sufficient for its proportionate share of seeding its normal spawning beds in the Fraser system.

To assure escapement of the mid-summer races—largely Stellako and Chilko—from the fish running on the normal route through treaty waters, the Salmon Commission extended a week-end closure in such a way that all fishing in convention waters would be suspended for one week. This was subsequently reduced by a day as the escapement approached the objective.

● Although the 10-day deferment of fishing in the Strait of Juan de Fuca resulted in heavy concentration of Canadian gear in Johnstone Strait and intense fishery along its 60-mile length, the Canadian Department of Fisheries officials found "a steady progressive escapement of salmon into the upper part of the Gulf of Georgia has occurred daily." The Dominion fishery officers were of the opinion that the weekly closure in Johnstone Strait, 72 hours, later extended to 96 hours, was providing adequate escapement to the Fraser.

Surprising Pink Runs Lift Alaska's 1958 Pack Total

● Volume-wise, Alaska at presstime was assured of a better-than-recent-average salmon pack, but the all-time low in Red production affected the market value adversely.

As this was written the known pack of Pinks was above 1,500,000 cases, with the end near. It was already the largest Pink pack since 1951, and probably *could* close the season as the best since the big 1949 production. Among even years it was sure to be the best since 1946.

Chums also were in good supply, but definite conclusions could not be drawn for the full year, with the fall season still to come. No shortage here in any event.

The Southeast Alaska Pink run seemed to choke-off during the third week in August, instead of developing the season's-end volume which so often has led to pleas for "extension, extension". The situation just didn't look right for raising a cry this year.

Prince William Sound's Pinks Reverse Poor 10-Year Trend

● The 10-year paucity of Pinks on Prince William Sound—which hasn't produced a flush pack of this species since 1947—broke in 1958 when the Sound yielded above 296,000 cases, about twice what was expected.

Moreover, the number of cases of Pinks canned on P.W.S. does not give an accurate account that that area's productivity, for a great many—certainly above 500,000—Pinks were hauled to other districts for canning, thus relieving the pressure on the five local canneries—one of them opened in a crash program to cope with the unexpected volume.

This was from the area which in 1954 and 1955 was closed as a desperate rehabilitation measure.

From 1,240 cases in 1954, the pack in 1956 was up to 186,537 cases; and the escapement in that year yielded above 300,000 cases in 1958, "exports" included. The records show that the 1956 escapement was rated "generally satisfactory, and a definite improvement over the 1954 cycle year".

P.W.S. is one area in which there seems to be a direct relationship between the escapement of Pinks in one year and the return two years hence.

Nushagak's Big Pink Run Fooled Almost Everyone

● Pink salmon production on the Nushagak River this summer reached 58,685 cases in run unprecedented in recent years—and perhaps forever. Only twice before—in 1920 and 1912—has all Western Alaska produced so many Pinks; and the historical records do not show where the 114,247 cases in 1912 and the 76,222 cases in 1920 were packed. Perhaps on the Nushagak, perhaps elsewhere.

In any event, the run of Pinks to the Nushagak was as rare as it was welcome; and the Bureau of Commercial Fisheries permitted fishing to continue beyond the normal closure to utilize the Pinks after the Red migration had passed above the fishery.

The Bristol Bay Pinks ran up the Nushagak proper, rather than up the Wood River, the Red salmon stream which falls into the Nushagak estuary.

They also seemed in large degree to spawn in the Noyakuk branch, which drains the Tikchik lake system, rather than in the longer Nushagak proper, although the muddy character of that stream may have obscured the spawners in the main stream of

the Nushagak.

Intensity of the Nushagak Pink run is not fully reflected in the pack total, as the 5½" Red salmon nets which were used by most fishermen took 80% males and only about 20% of the smaller females. Some of the fishermen switched quickly to 4¾" mesh and reversed the sex ration in their catch. However, it is certain that a very substantial part of the escapement was females.

Some of the Bristol Bay setnetters did very well indeed during the Pink season. For example, Don and Clarence Wren of Dillingham took 40,000 Pinks in their two setnets.

Oh, by the way; the 1956 cycle year Pink salmon catch of all Bristol Bay, from which the 1958 Nushagak run must have stemmed, was 3,918 cases.

So 58,000 cases is a nice yield from a handful of seed.

Canadian Salmon Catch Generally Is Favorable

● Catch of Pinks and Sockeye salmon on the Skeena this season was considerably better than expected, according to A. J. Whitmore, chief supervisor of fisheries for B.C. In one week Skeena fishermen netted 280,000 Pinks and 175,000 Sockeyes.

Pinks were also abundant on the Nass River, and, upsetting the pattern later set by Sockeyes, they were exceptionally early in the Butedale area and in good numbers. The Rivers Inlet Sockeye catch was average—about 900,000 fish.

Trollers had a field day of Malcolm Island during the third week in August, taking 5,500 Sockeyes. Pinks were disappointing off the Queen Charlottes.

Down at Sooke, where salmon traps were in operation again this season, Sockeye catch at August 19 had been negligible because of the shift to Johnstone Straits, but Springs had been relatively abundant.

Gulf of Alaska Albacore Taken by Halibut Schooners

● Albacore from the Gulf of Alaska came to the Seattle Halibut Exchange August 18 when the schooners *Sunset* and *Trinity* hailed several hundred pounds each when they rolled home with their loads of halibut from Area 3.

They had picked-up the long-fin tuna on their way home across the Gulf on the trolling lines trailed in the hope of picking up a few salmon for the crew to take home. Tuna were there instead.

The tuna taken earlier in Shelikof Strait had been identified tentatively as a California type Bluefin, according to Dr. William O. Royce.

7 Sardine Canneries Run On Fish from Morro Bay

● Best sardine fishing for Monterey Bay in over 10 years sparked August 18 with 200 tons of fish taken—at a landed price of $60 per ton.

The next night the local catch was even better—and 140 tons of Jack mackerel were taken in addition.

Good fishing kept up, and August 20 saw more than 200 tons of sardines taken, with about 250 tons of Jack mackerel.

Not like the old days, when 5,000-ton nights were not unusual, but it was the best local fishing Monterey had known in a decade.

● For the first time in seven or eight years northern California sardine canners had fish soon after the opening day. Sixty tons of fish were trucked up from Avila Aug. 4 to the Santa Cruz Canning Co., Moss Landing.

The fish were caught by *New Roma,* Nino Davi, skipper. On Aug. 7, J-D Packing Co., San Francisco, received via truck from Avila 40 tons from the *Diana,* Pete Maiorana, skipper. All fish were caught outside the breakwater at Morro Bay.

Three airplanes have been spotting fish, and have reported that they saw fish within a five hour haul to Monterey. The entire Monterey fleet of 18 boats sailed Aug. 12.

Sardine cannery workers got an increase in pay — 12c per hour more, for men, straight across the board, and 4c per hour more for women.

The ex-vessel price of sardines is $60 per ton, and $50 per ton for jack mackerel. The fishermen pay the cost of trucking the fish to central California canneries. A year ago sardine production out of Monterey did not start until Sept. 1, when the season opened in southern California. The ex-vessel price was $57.50 per ton, less trucking charges to Monterey.

Although the season opened Aug. 1, there was no production during August, 1957. To Aug. 14, this year, 135 tons of fish had been trucked to San Francisco, and 481 tons to Monterey and Moss Landing. The fish were of medium size around eight inches, and were being caught north of Avila and Morro Bay.

An addition to the sardine fleet this year is the rehabilitated *Pearl Harbor,* formerly owned and operated by the late John Aiello, and now owned by his widow. After a complete working over, *Pearl Harbor* is now fishing with Sam Lonero, skipper. Sam is one of the most successful Monterey purse seine fishermen. He was formerly owner and operator of the *Pacific Star.*

American Rose is another purse seiner joining the fleet with new life. She was repowered with a new Enterprise diesel engine in Monterey by Hover Equipment Co., and her skipper is Dominic Grillo, son of the former skipper.

Packing sardines are Enterprise Packers, San Xavier Fish Packing Co., California Packing Corporation, Carmel Canning Co., and Hovden Food Products Co., Monterey; Santa Cruz Canning Co., Moss Landing; and J-D Packing Co., San Francisco.

Based on $60 fish, ovals in tomato sauce were being quoted at $9.00 — 9.25 per case, and talls, $7.25-7.50. Interest in new pack sardines was said to be mild. Last year ovals opened at $8.75 per case.

American Can Co. Opens Coil Plant in L. A.

American Can Co. last month put into operation the first coil processing plant in the West at Los Angeles, making Canco's Los Angeles facility the largest of its kind in the West, and one of the five biggest can factories in the world.

By the coil processing method, huge coils of steel strip are processed into can-making plate. This is the first time coils have been processed in the history of Western can-making, according to American's announcement.

Leaders of Southern California's fish-canning industry joined American Can officials in a series of celebrations observing not only the opening of the new plant but the centennial of California's canning industry, founded in 1858.

The new coil processing equipment occupies new space made available adjacent to Canco's existing plant on South Santa Fe avenue, Los Angeles.

7-Month Tuna Pack Sets Record; Seiners Make Their Best Catch

● With tuna seiners enjoying the best production in the history of that fishery, and some clippers fishing north of California instead of south, that richest American fishery was experiencing some of the vagaries which marked the 1958 season throughout the North Pacific.

Through August 21 the California tuna purse seine catch was sure of a record, for on that date the 34,000-ton catch equalled the previous record, set in 1947. Production by seines was running 34% above the 1957 catch; and 37% above the average of the previous five years.

The excellent Bluefin fishing encountered this year, with 1,000 tons caught as late as the third week in August, accounted for a substantial part of the purse seine production.

● In the Pacific Northwest Albacore fishermen reported that three large California clippers were fishing just north of the Columbia River at press-time. One of these, the Jangaard-owned *West Point,* was said to have taken 3,300 Albacore in a single day, fishing with bait.

This report triggered a trend toward the use of bait, and tuna fishermen were hunting-up bait tanks at Astoria in an effort to add this form of fishing, which has not been widely used in Pacific Northwest waters since the heyday of that Albacore fishery in the early Forties.

California Canneries Shatter Records

● A new record was set in July in the California tuna case pack, according to preliminary figures compiled by the USBCF from state and Federal sources.

For the first seven months of 1958, California canneries packed 6,400,000 cases, highest ever recorded for any seven months. This was 8% above the previous record (1956) and 16% above the 1957 January-July pack.

The July tuna receipts-for-canning figure of 31,982 tons, and the July pack of 1,800,000 cases were both records, too, and contributed importantly to the peak January-July pack record.

Other contributing causes were a record purse-seine catch of 29,100 tons for the seven months, and record imports (40,141 tons) of frozen tuna.

Better Prices for Tuna, Too

● The American Tunaboat Association auctions in San Diego also were looking up.

At the 78th auction, Aug. 11, fishermen got $295 a ton for Yellowfin 14 lbs. and over, in a lot sold at $270 base price. At the same auction, 110 tons of Yellowfin were sold at $286 per ton straight, which is substantially higher than the $270-per-ton "floor" price.

Skipjack shared in the general price upturn, reaching a high of $244 for bonus fish over seven pounds.

The spectacular catches of Bluefin made by the purse-seine fleet out of San Pedro tapered off to what you would call good fishing, from the phenomenal level of June catches, the BCF said. The clipper fleet did well, but not spectacularly.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1958 through August 16, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	6,134	15	34,458	30,226	33	70,866
Purse Seiners	—	9,773	1,130	18,750	1,678	31,331
Total 1958 through August 16	6,134	9,788	35,588	48,976	1,721	102,197
Total 1957	8,269	5,927	26,153	53,167	—	93,516
Total 1958	8,243	3,501	34,828	61,567	41	108,180

California Imports of Frozen Tuna

Cumulative data in tons for 1958 through August 16, and for other years to the nearest comparable date. Data from U.S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	1,939	20	4,528	—	6,487
San Pedro	7,918	2,715	23,704	125	34,462
San Diego	636	288	2,368	203	3,495
Total to August 16	10,493	3,023	30,600	328	44,444
1957	15,150	7,440	16,272	280	39,142
1956	6,972	4,268	19,785	81	31,105

Albacore Are Temperamental

● The Albacore season continued to develop erratically, and not too happily for Southern fishermen.

The sizable catches were reported from Oregon, and the San Pedro and San Diego boats—those whose owners felt capable of making the trip—were heading north. Some had gone North and, discouraged by rough weather, were heading South again.

In the south, good catches—mostly one to four tons, but some as high as ten or eleven tons—were made in waters 200-300 miles southwest of San Pedro. This is a long distance for Albacore boats to travel.

According to knowing observers, of the 700-odd Albacore boats based in Southern California ports, about 600 were fishing Northern waters.

No More Albacore Auctions

● Under these conditions, Albacore auctions have not been repeated after the first auction in San Diego, when fishermen were able to get $435 a ton. There were difficulties in communication between boats at sea and the cooperative ashore, and other handicaps in managing the auctions. However, the auction idea is far from dead, and auctions will no doubt be held if and when market and other conditions justify that method of selling fish.

King Crab King — That's Wakefield

King Crabs Come Aboard the Wakefield processing vessel **Deep Sea,** at anchor in Pavlof Bay on the Alaska Peninsula from one of the fishing vessels. Note the scale on the Bertoning tackle. The crabs are held in live tanks on deck of the vessel until they are butchered and cooked prior to extracting the meat and freezing.

● It's a long, long step from the sandy bottoms of Bering Sea and the westward Gulf of Alaska to the linen splendor of epicurean restaurants in New York and Chicago—a long step even for a big, long-legged fellow like the Alaska King Crab; but he has made that step, by the millions and millions of pounds, under the Wakefield brand.

Wakefield's Deep Sea Trawlers, Inc., of Seattle has moved the giant Aleutian Cold Storage at Sand Point King Crab—not so many years ago an almost-unknown oddity, save in canned form—into thousands of restaurants and millions of homes, nationwide. Thus was built a king-size business, on King crab.

Lowell Wakefield, president of Wakefield's Deep Sea Trawlers, Inc., who raised an obscure Alaskan resource to industrial status and gave the American market a new frozen seafood delicacy.

The Wakefield business in King crab evolved gradually from pioneer beginnings in a field where no American had operated successfully. Out of trial and error, exploration and prospecting, in the sea and in the markets, the name Wakefield has come to be synonymous with frozen King crab in the United States.

●

When the company entered the field no one knew much about the King crab resources of Alaska, save that the crabs could be found there. Nor did the American public know anything about the product, save that it was an exotic crab which the Japanese caught somewhere, canned and sold in the United States, and notably in New England.

The Japanese still do so, and a number of American firms also, but Wakefield's business was built on the frozen product, crabmeat frozen in consumer and institutional packages, in blocks, and in the natural shell.

● The crabs are caught by trawlers or in pots, stored in live tanks aboard the fishing vessel, and delivered either to the processing vessel *Deep Sea* or to either of two shore plants: in the

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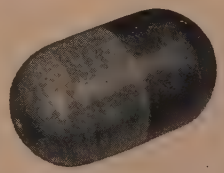

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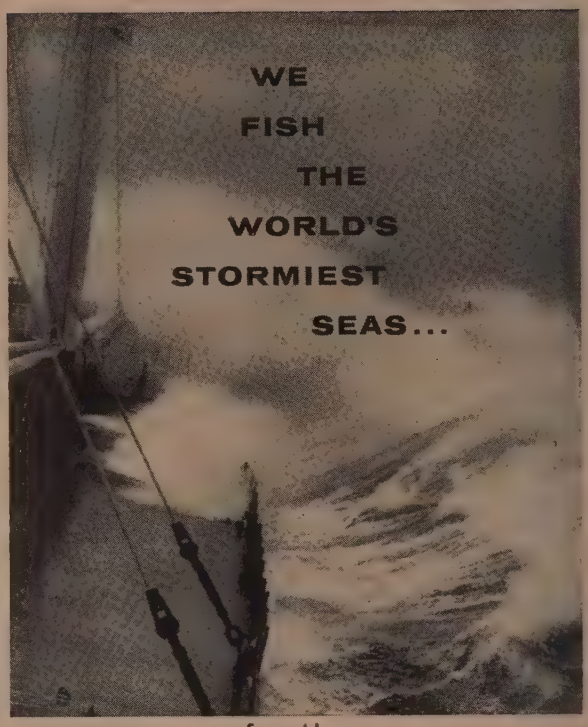

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WAKEFIELD'S
GIANT ALASKA
FRESH-FROZEN KING CRAB

Deep Sea Trawling for King crabs, a activity which the vessel now leaves largely to smaller craft while she serves as processing vessel for the **Shelikof, Foremost** and **Jeanette F.** She is 145′ in length, built of steel, after the style of modern North Atlantic trawlers.

in the Shumagin Islands of far Westward Alaska; or at Port Wakefield on Raspberry Strait off the northeast coast of Kodiak Island.

In the plants, afloat or ashore, the dressed crabs are cooked, the meat extracted from the legs and quick-frozen in blocks; or selected legs are frozen with the shells unbroken.

The frozen goods are shipped south to the modern plant of the Bellingham Cold Storage Co., Bellingham, Wash. There the frozen blocks of crabmeat are cut to market size, packaged, and stored for transport to market.

Evolution of a Business

● King crab phase of Wakefield activities climaxes two generations of experience in the Pacific fisheries, years characterized by imagination and courage.

It began with Lee H. Wakefield, who built the Apex Fish Co. on Puget Sound in the heyday of the Sockeye salmon fisheries, which climaxed in the great run of 1913. He expanded to Southeast Alaska with a string of salmon canneries, subsequently supplemented in the early '20s with herring plants, salteries and reduction operations as well.

Eventually he turned his attention to the Kodiak Island area when it was opened to herring reduction. As one of the first steps in the development of this resource he built the Wakefield Fisheries plant at Port Wakefield, where the King crab operations subsequently began.

Three of Lee Wakefield's sons joined him in the fisheries, Howard, Laverne and Lowell. Laverne's interest was primarily in fishing and fleet operation, while Howard and Lowell were concerned with operations, packing and management.

● Existence of King crabs at various points in Alaskan waters had been known for years, and by the late '30s the Japanese motherships were working King crabs on Bristol Bay. In 1940 and 1941 the U. S. Fish and Wildlife Service conducted an exploratory study of the resource, developing information on which the Wakefields decided to undertake a diversification of their business, in which King crab fishing and packing would supplement the herring operations.

Tangle nets and small craft were tried first, and then in 1941 the Wakefields built the first boat designed exclusively for King crab fishing, the 38′ *Prospector*. She almost immediately was taken into government service with the start of war, and the company built the 55′ *Hydah* as a small dragger.

At this point the crab fishing was still on a small, experimental accessory to the herring operation. What probably put the crab enterprise on its way was Lowell Wakefield's decision to freeze the King crab and market it as a frozen product, rather than in the conventional canned form.

Sorting King Crabs on deck of one of the Wakefield fishing vessels. The Kings are going into the vessel's hold, filled with sea water, from which they will be delivered alive to the processing vessel. Only male crabs are kept. Females, undersized males, and non-commercial species are returned alive to the sea.

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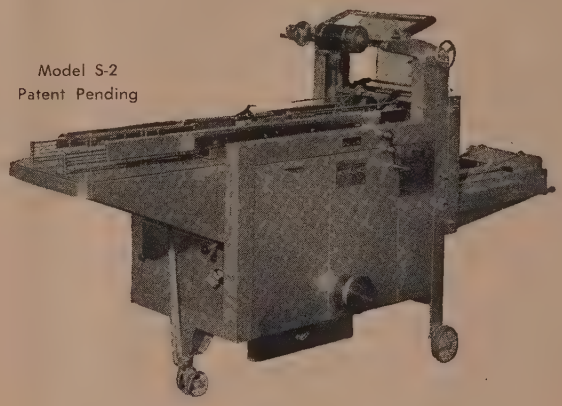

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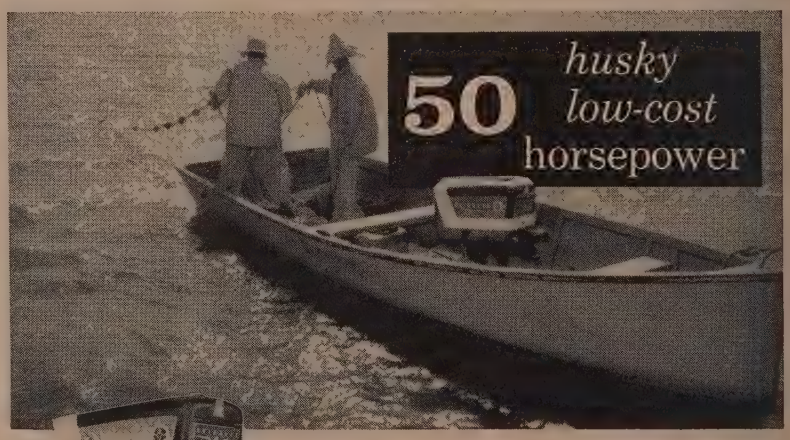

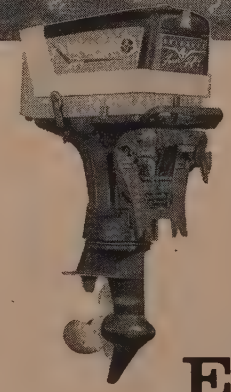

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Wakefield's frozen crab product did not start on any great scale until 1946, when Lowell Wakefield formed a new company, Deep Sea Trawlers, Inc., and began using the 150' *Bering Sea* as a trawler and process ship. Meanwhile the plans for the *Deep Sea* were drawn and the ship was under construction at Birchfield Boiler in Tacoma.

In 1947 and years following, the *Deep Sea,* a steel 143-footer with lines like a North Atlantic off-shore trawler and powered with a 1200-hp. GM Cleveland diesel, did her own trawl fishing, cooking and freezing. The operation grew, and by 1953 other boats were needed. The *Shelikof* and the *Foremost,* herring seiners 72 and 82 feet respectively, which had served the herring plant, were converted to the new duty. Turntables were removed and processing houses were installed in their places on the sterns. These two boats at first fished and packed, much the same as the *Deep Sea,* "But they proved too small to pack crabmeat economically," Lowell Wakefield says, "so we ceased processing on the two boats and used them exclusively as catchers with the *Deep Sea* as a process ship."

So in 1956 the *Deep Sea* emerged in her present role as a mothership. Last year Wakefield's added the 74' motor vessel *Jeannette F.,* another converted herring seiner, to the fishing fleet. The three now catch together under charter to Wakefield's Deep Sea Trawlers. Skipper of the *Foremost,* and part owner, is Ben Gjerde; Odd Ronstad is master of the *Shelikof;* and Arne Serwold master of *Jeannette F.*

The Wakefield organization has always been alert to new developments in equipment for their vessels. As evidence of this attitude is the recent installation of Elliot Liferafts aboard all four boats in the Wakefield fleet. These rafts, in this case supplied by the Nordby Supply Company of Seattle, are inflatable and provide for the maximum safety of the crews as well as providing more room due to less stowage space required on deck.

Mr. Wakefield makes the point that the inflatable rafts not only are remarkably effective in an emergency but that they are also handy to have around. They take only a fraction as much space as a lifeboat of similar capacity, being furnished in a compact package which is opened in an instant by pulling a rip cord. This also sets the inflation process going and readies the raft for sea use in a few seconds.

An increasing number of smaller private boats now fish for Wakefield's out of Sand Point, where the company leases packing and freezing facilities from Aleutian Cold Storage Co. The Port Wakefield plant is supplied by local fishermen, supplemented on occasion by the company vessels during off-season periods to Westward. The herring operation was suspended in 1953.

Thorny Legs of Alaska King crab, frozen in institutional packages, have become a widely used seafood item in specialty restaurants and high class dining rooms. Here Martin Asplund, left, Wakefield packing plant foreman, and Howard Wakefield show two sizes of packages for legs in the shell. Refrigeration equipment in the Bellingham Cold Storage Co. plant is shown in the lower picture. This freezer and storage, among the most modern in America, handles the Wakefield output in the United States. Aleutian Cold Storage Co. plant at Sand Point, in the Shumagin Islands off the Alaska Peninsula, provides facilities for local production in that area, and for storage and shipment of the fleet's production. It is the most westerly American cold storage plant, actually being situated farther west than Hawaii.

The Packing Process

● Bellingham Cold Storage Co., with a modern plant at Bellingham, Wash., has been intimately associated with Wakefield's success almost from the beginning, as all Wakefield crab is delivered to the Bellingham plant for storage, packaging and distribution. Vice president and general manager of the cold storage plant is Martin Asplund. His efficient operation now has 33 employees and serves not only Wakefield but many other firms in the custom cold-storage warehousing field for frozen foods.

The plant is ideally suited to Wakefield's packaging and shipping. Not only can the *Deep Sea* unload a 170-ton cargo of frozen crab in 15-pound blocks, but the three fully refrigerated trawlers are able to deliver there, and Wakefield ships other cargoes to Bellingham by steamship. Fork-lift trucks, three units by Clark, deliver the cases into the sharp-cold warehouse. They can then be taken out of storage to a slicing room. There they are cut to size for packaging by a line of Butcher Boy cutting machines. As the portions cut to size for the consumer packages pass from the Butcher Boys they are routed through a glazing process by automatic conveying process developed by Ernie Glidden, the Wakefield superintendent in charge of packaging operations.

Product and Packages

● King crab enjoys unusual adaptability to freezing, retaining its bright red and white coloration without fading, and resisting dehydration, flavor and texture changes.

Wakefield's product is marketed in about a dozen packages and two basic styles—clear meat; and frozen-in-the-

Cutting portions of frozen King crab meat for the Wakefield consumer packages is done on these three "Butcher Boy" saws (obscured at right center) from the blocks seen on the table at the right. As the correctly cut portions moved from three saws they are carried by three conveyors through the glazing tank glimpsed at the extreme left of the top picture.

Packaging of the consumer sizes of Wakefield King crab meat is done on this Schooler automatic package wrapping machine in the Bellingham Cold Storage Co. plant.

shell.

Primary consumer packages are the 6-oz. unit of frozen meat and a 12-oz. package of split frozen legs. These have been divided longitudinally on a band saw and can be served cold immediately upon thawing; or may be heated and served in the shell with melted butter.

Some consumer markets recently have been placing large cases of whole legs in their frozen seafood counters, permitting the customers to select whole legs. Consumer packages are manufactured by Ridgway Lithograph Co. and are wrapped in moisture vapor-resistant cellophane.

Institutional packages include a 10-oz. portion controlled split-leg carton for restaurants; crabmeat packages of 1, 2½ and 5 lbs. net weight; whole legs in 10-lb. and 25-lb. cases; 5-lb. boxes of split legs; and a few whole crabs, selected from individuals with a live weight above 16 lbs. These are popular items for merchandising displays or features at seafood banquets. Bulk packages for legs and master cartons are made by Fibreboard Products.

A key factor in packaging the frozen meat is a Wrapmaster wrapping machine, manufactured by Schooler Manufacturing Co., Los Angeles, which Ernie Glidden comments, "is fully adjustable without the necessity of change parts, and operates to speeds of 60 per minute. It is ideally suited for packers such as ourselves who have several sizes of packages and want a versatile machine suitable for quick changeover for various package sizes. It can be used with waxed paper, cellophane, other film, or aluminum foil over-wraps, and is fully automatic." Wakefield's use it on about five sizes of packages, and Glidden says the crew can make a changeover from one size to another in five minutes or less.

Wakefield's business is built on more than catching crabs, more than packing and packaging them. Promotion and merchandising are equally important—and here the company was obliged to pioneer as fully as in fishing and the technology of converting a quarrelsome, hard-shelled King crab into a table delicacy.

Pioneering in subarctic waters and floating freezers did not yield a product for which a market was clamoring. The goods were as new as the company which produced them—something of which the American public had never heard; the frozen version of a seafood which hitherto had come only in the can.

With King crab to be sold, Wakefield's launched a merchandising program almost as soon as they launched the *Deep Sea*. From the beginning it was aimed at the class market for frozen specialties. You can't make the point any plainer than this:

The first advertising went into the "New Yorker", and it has been there ever since.

The results Lowell Wakefield counts as "gratifying". Sales, for example, have doubled in the past three years, reaching 2.5 million pounds in 1957.

"We believe we have unexcelled distribution among fancy frozen specialties; certainly among fish and seafoods," he elaborates. "I don't believe there is a chain of any consequence which doesn't carry our product. Not in all stores, of course but in the quality outlets and the higher-income areas."

Wakefield's management readily shares the credit for the merchandising accomplishments, citing in particular:

Don Brant, vice president of Samuel Croot & Co., New York, who from the very beginning has handled its advertising and promotion. It was he who took them first into the *New Yorker*, who has written the copy, designed the packages, and developed the point of sale material.

Dudley Slocum, whose New York house, Wakefield's Food Sales, Inc., handles all sales east of the Rockies. Long a broker for Pacific American Fisheries, Inc., Mr. Slocum now works through 21 field brokers.

Amende & Schultz, Los Angeles brokerage firm with E. E. Amende and Edward Schultz as partner, which handles the high sales volume of the rich Pacific Southwest.

● Wakefield's has not deviated from its devotion to frozen King crab. Other American companies have entered the industrial development of the resource over the years, some in canning, and others combining freezing and canning, but Wakefield's has followed the consistent course which employs modern freezing, cold storage and packaging to bring Alaska King crab to the consumer in all its aspects as a Crab of Distinction — in color, in flavor, in texture, and also in its picturesque armor.

PACIFIC FISHERMAN'S NEWS
SEPTEMBER 1958

Albacore Hot Spot Centers Off Southern Oregon Coast With August Fishing Flush

● Hot spot of the North Pacific Albacore fishery in August lay about 100 miles off the Oregon coast midway between Coos Bay and Yaquina Bay.

There a numerous fleet was finding first-class fishing, which at presstime was putting fish into the coastal ports all the way from Eureka, Calif., to Grays Harbor, Wash., at a pace that defied strict accounting.

In short, no one could give an estimate from day to day of the actual amount of fish landed, for most deliveries came at points where there was no regular report on production.

Nor was there an accurate count of the number of boats fishing.

This much was known: the number of craft was increasing daily, until at times the sea was said to look like the Columbia River North Channel off Point Ellice during a Salmon Derby. Moreover, there were boats joining the fleet from as far south as San Diego and as far north as Chirikof and the Shumagin Islands. These latter were the big Area 3 halibut schooners which, bound home with the last trip of fish from Westward, put their longlines abroard, shipped their jig poles, and stood to sea for Longfin—

And there's nothing like a big two-sticker with a Norwegian skipper and Norsk crew when it comes to catching Albacore in the stiff north'west chop off the Oregon coast.

● Top fare reported to presstime — and there may have been bigger ones since—was 18 tons, delivered August 13 by Fritz Fremstad's Astoria boat *Garda Marie*. Another nice trip was 13 tons, delivered at Astoria by Roy Johnson in the Seattle boat *Ardie* the following day. The *Radar* out of Seattle had an 11-ton delivery August 11.

At time of writing cold storage capacity was at a premium with the space at Coos Bay reported full, and Neport filling. Astoria, with enormous cold storage capacity, was really in business and ready for more.

All Hands Are Saved as Clipper "Mermaid" Sinks

With all hands safe, the *Mermaid*, 107-ft. tuna clipper out of San Diego, went down off Cape San Lucas, Baja California, early in August. She had a capacity of 190 tons, was built by Peterson, and her managing owner was listed as O. W. Martin.

The clipper was under the command of Leo E. Correia of La Playa, Calif., reports said. Luckily, her companion clipper *Jeanne Lynn*, whose skipper Frank Correia is part-owner of the *Mermaid*, was able to take all crewmen and officers aboard.

Later the men were transferred to the merchant ship *John H. Waterman* and safely landed in San Diego.

Fantasy in Fish Price is Partly Phony Delusion

● Fantasy in fish prices was attained during August on the Seattle salmon auctions, where bidding ran as high as $1.23 on one occasion, and several times bettered $1 for large red King salmon, dressed head on.

While the price of King salmon reached unheard-of average levels during the summer, these $1-a-pound prices actually resulted only from competitive jockeying whereby buyers sought to win a trip by hoisting the price for a small quantity of large reds above their actual value.

Regardless of this fact, Silver salmon also was extremely high, selling for above 40c as a regular thing; and with the high price well maintained even as volume built up.

The July average price for large red Kings on the Seattle market was 76.8c, compared with 49.0c in 1957—which was hailed at the time as the all-time high.

Over the first seven months of 1958, the Seattle troll salmon market paid a weighted average price of 66.6c per lb. for large red Kings.

Sinking Tuna Seiner Barely Saved at Dock

Loaded with 125 tons of Bluefin tuna after a trip of 23 days at sea, the seiner *Western Sky*, Capt. August Felando, was barely saved from sinking at the dock in San Pedro recently.

The engineer found the vessel settling and eventually Captain Felando dived down and closed a seacock while the coast guard and a tugboat kept the craft afloat by pumping.

BCF Assistant Director Studies Alaska Thinking

A. W. Anderson, assistant director, U. S. Bureau of Commercial Fisheries, went to Alaska at the end of August to visit the Bureau's establishment there and to consult with Alaskans and their Department of Fisheries and Game as to the state and federal fishery programs under Alaska statehood.

Mr. Anderson was concluding a trip which had taken him to fishery centers all along the Pacific Coast.

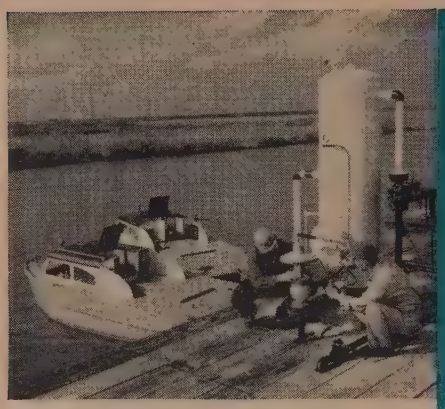
In Alaska one of the leaders with whom he was sure to talk was his Cousin Clarence—C. L. Anderson, director, Alaska Department of Fisheries and Game.

"Dorothy J," Troller, Lost

The 47' combination boat *Dorothy J.*, Aberdeen, Wash., struck a fog-shrouded reef and sank off Cape Arago, south of Coos Bay, Ore.

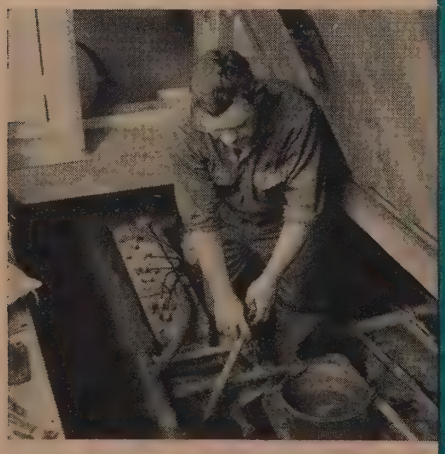
The skipper and owner, Carl Jepson, was picked from his skiff a short time later by a sports fishing boat ownd by Emery Hanson, Charleston.

CHRYSLER powered boats work 'round the clock in Coastal Oil Fields



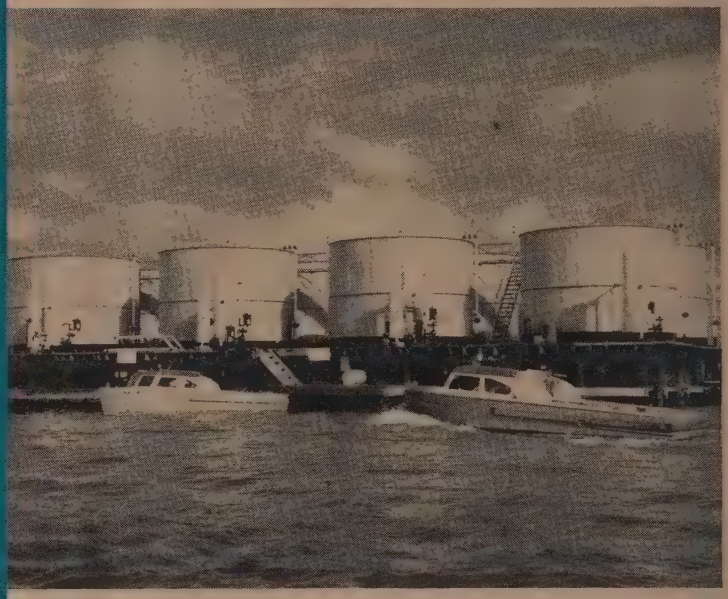
Choke Valve on a "Christmas Tree" (top fixture on oil well) is checked regularly. Well is located in a dredge canal, serviced by Chrysler powered boats.

Chrysler powered work boat passes an oil drilling rig in a dredge canal. Boats work 'round the clock, 24 hours a day.



Chrysler Crown 125 H.P. ENGINES power 14 work boats in Richardson & Bass fleet. Howard Hingle, company mechanic, changes engine oil.

Tank Battery to which oil flows from oil wells for storage. Tenders—using Chrysler powered boats—check contents at regular intervals.



In one 15 square mile area in the vicinity of Pointe-a-la-Hache, Louisiana, Richardson & Bass works 141 oil wells and 22 accompanying storage tank batteries. The land in this area is so low and marshy that roads are impractical. Canals are dredged, and the wells and storage tanks are tended and maintained by boat.

Richardson & Bass operates a fleet of fourteen work boats—all powered by 125 h.p. Chrysler Crown engines. Six of the boats are operated 'round the clock, 24 hours a day by switchers and roustabouts; the remaining eight boats work 8-hour shifts.

Proven economy and dependability—under difficult and continuous operating conditions—was the main reason for the company's conversion to Chrysler power exclusively.

What's more, because of Chrysler's performance record Richardson & Bass has decided that all new boats—as well as all replacements—will be Chrysler powered.

FREE! Send for 1958 Chrysler Marine Engine catalog. 30 pages in color: Engines, specifications, features, applications. Address: Dept. 9N, Marine Engine Division, Chrysler Corporation, Detroit 31, Michigan.

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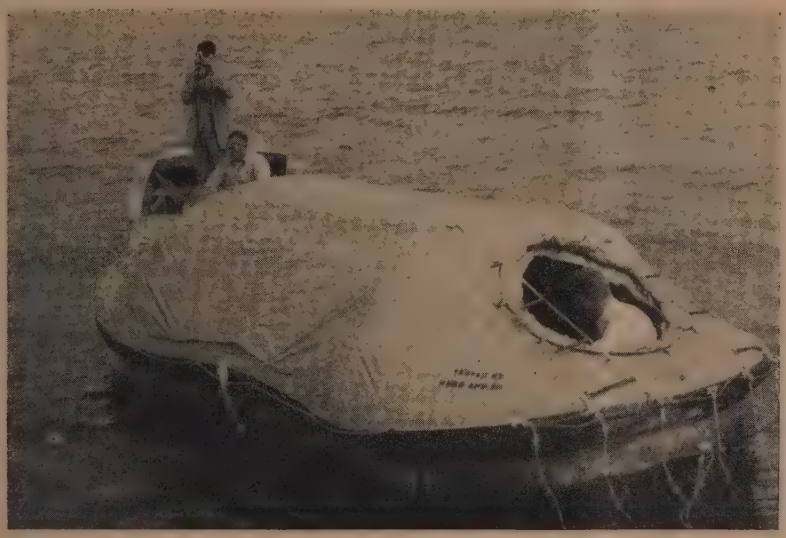

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FISHERMEN'S TERMINAL · SEATTLE

California Salmon Swim Deep and Sell High

Salmon fishing continued slow off the northern California coast most of the summer. Large fish were scarce and unusually deep—about 60 fathoms.

Large numbers of sub-legal fish were reported. Boats carrying ice had the best fishing, staying out up to 10 days, and marketing as much as 2,500-lbs. Prices offered to fishermen increased statewide to 42c-lb. for medium fish (under 12-lbs., dressed) and 52c-lb. for large fish (over 12-lbs., dressed and with head on). However, the scarcity created a demand in the Monterey area, increasing the price paid for large salmon to 56c-lb.

Flat fish and rock fish fishing was slow, with landings for fresh markets predominating. Poor market conditions for frozen fish practically placed the entire fleet on severe limits, with many boats using the lull for overhaul.

The commercial abalone fishery has not had a successful season, partially due to rough weather and opaque waters, preventing diving, but mainly due to lack of legal-sized quality abalone.

The California ocean shrimp fishery was being actively pursued in all areas, with the statewide total of over 550,000-lbs., compared with 400,000-lbs.

Edwin Ripley, Veteran Fish Dealer, Dies

Edwin Ripley, one of the last of the early school of Puget Sound fresh and frozen fish dealers, died in Seattle at the end of July. He was 92, and had been retired from active participation in business for only seven years.

Born in Illinois, Mr. Ripley moved to Seattle in 1889 and founded his own firm, the Ripley Fish Co., 10 years later. He later organized Edwin Ripley & Son, the firm he headed in later years and which continues the Ripley name in the wholesale fish business into its 60th year under the direction of his son Bradford Ripley.

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Pacific Fisherman's NEWS

SEPTEMBER, 1958 Volume 56 Number 10

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WHITNEY'S SEINER-CRABBERS

Built-In Ability

Full and Beamy though she be, and running light, **Dora R.**, the California-built steel seiner for Whitney & Co. has a clean run and large carrying capacity. Designed and built for power block operation, she carries no turntable.

A LOT IN AN ALASKA LIMIT PURSE SEINER

This back-away view of **Dora R.** gives a lot of information as to her hull form—the full, bluff bow; the high, dry bulkheads; the full waist section produced by 18' beam in 57' overall length; the hard stern quarter to provide a stable platform for power-block seining and to keep her from dragging under load. Note the twin Legaz poles to hold-off the line; and also the absence of turntable, non-essential in power-block seining.

● Two Alaska Limit seiners with differences—quite a few of them; and with definite built-in ability, to seine fish and catch and carry crabs—joined the Southeast Alaska fleet this summer, and then will hurry south to meet the Sockeye run on Puget Sound.

They are the *Dora R.* and *Carl R.*, built for Whitney & Co. and named for the parents of Sam Rubinstein, president.

Among the distinctions which cluster around these craft none is more interesting than the fact that they were built in Southern California—products of Forster Shipbuilding Co., Terminal Island, a yard specializing in the design and construction of welded steel and welded aluminum vessels.

Moreover, they are "Alaska Limiters" built to new standards of versatility, capacity and seaworthiness. The point is proven when one notes the beam—18' for 57' overall length; the full-bodied sections and the broad, high brow with bulwarks edged with 3" pipe rising waist-high at the stem.

Skippers are seiners of long, productive experience; Capt. Nick Vojkovich on the *Dora R.* and Capt. Tony Vitalich on the *Carl R.*

● The vessels are combination craft—seiners first, but fitted for crab carrying with water-tight holds; and intended ultimately for seawater refrigeration.

The hull, welded throughout, is built of ¼" steel plate on a box keel streamed to the sternpost. Keel sides are 5/16" plate, with ½" steel plate bottom. Fuel tanks are in the double bottom; and the top of the shaft alley is welded down to prevent any possibility of oil leaking into the hold to kill crabs or contaminate fish.

Deck-house and flying bridge are made of ¾" exterior plywood, and

STANDARD ENGINEER'S FIELD REPORT

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APPLICATION MV ENDEAVOR Monterey, California

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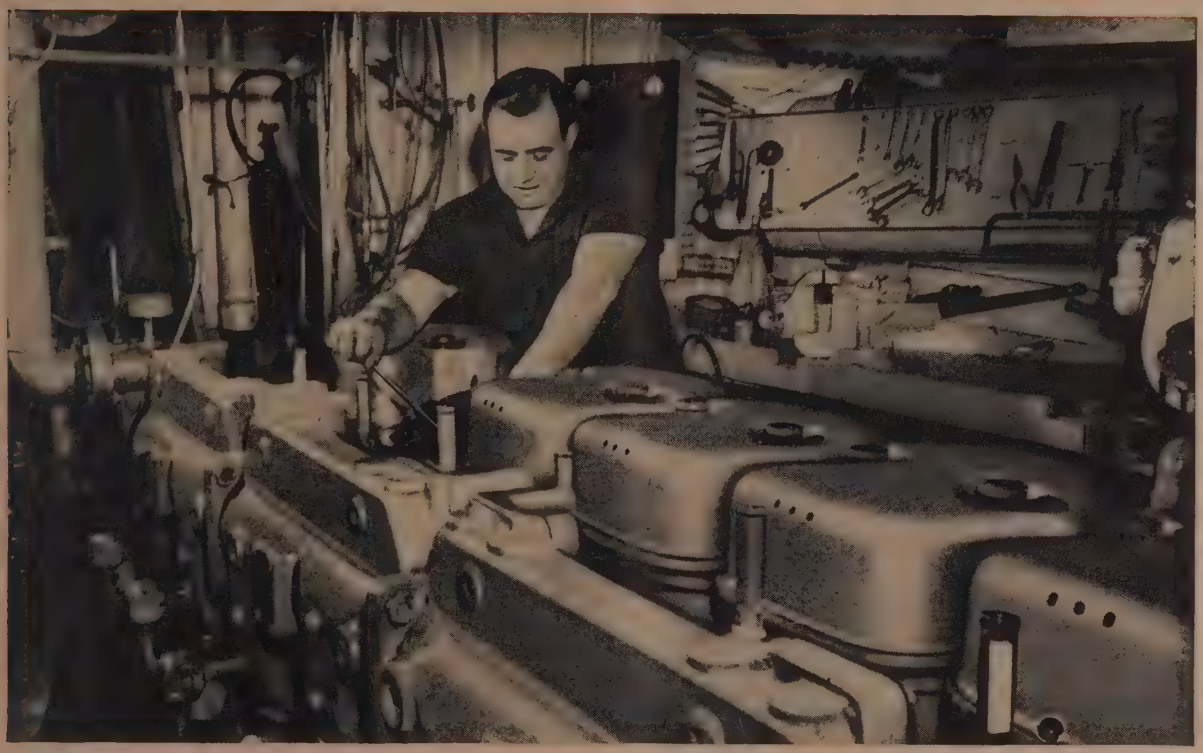

John Genovese, (above) Captain of purse seiner MV Endeavor, reports, "We've used RPM DELO Oil for over 10 years without having a piston ring stick or clog. At time of last engine inspection there was no carbon build-up, no sludge or deposits of any kind. We are thoroughly satisfied with the performance of RPM DELO Oil." Main engine of the 86-ft. Endeavor is a 250-hp Enterprise diesel.

MV Endeavor, carries crew of 12, stays out as long as 90 days on fishing trips into Mexican waters...goes as far South as Peru. She has capacity for catches of 110 tons of tuna, 150 tons of sardines or mackerel. Auxiliary power for refrigeration is supplied by a Caterpillar engine which also uses RPM DELO Oil.

Why RPM DELO Oils reduce wear—prolong engine life

- Oil stays on engine parts—hot or cold, running or idle
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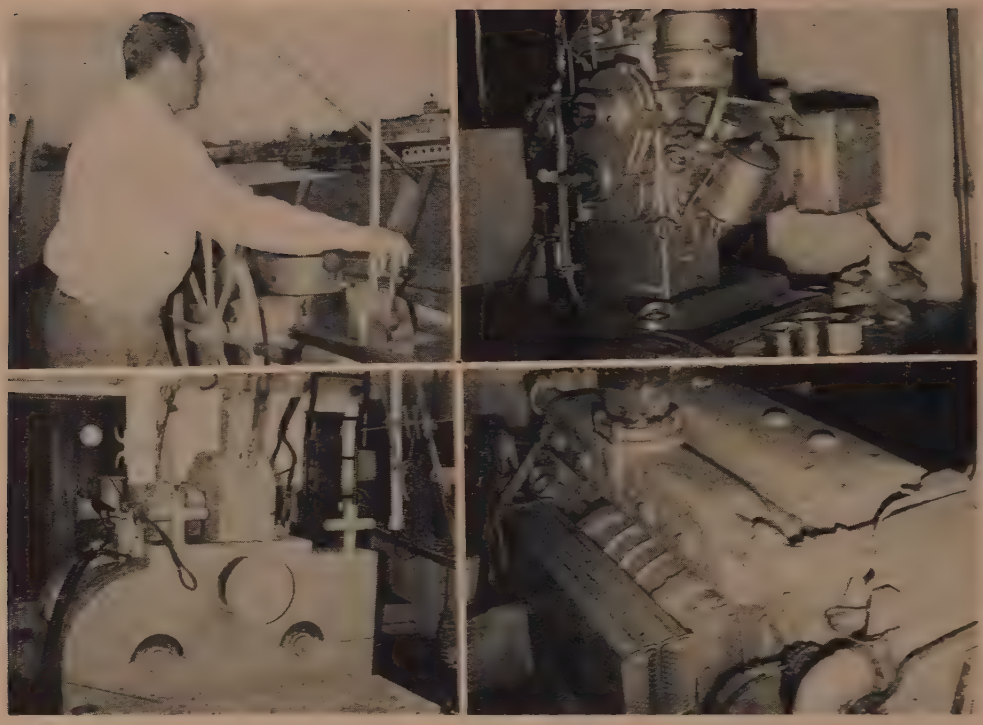

Top left—
Capt. Nick Vojcovich reaches for the knob of the Mathers control as he brings **Dora R.** to dock.

Top right—
Onan diesel generator unit furnishing electric power for all the Whitney vessel's needs.

Lower left—
Northern Dragger combination seine and trawl winch which is an added hoist for handling the **Dora R.'s** power block.
Lower right—

General Motors diesel provides compact power for the revolutionary combination seiner-crabber-trawler built by Whitney & Co.

½" interior plywood, on 3½" studs. All interior bulkheads are ¾" plywood. The boats ship 31' booms made of 8" standard steel pipe, tapered.

● The Whitney boats were *built* to use Puretic power blocks. Thus they need, and have, no turntables. The booms are long and strong to carry the blocks.

Each vessel is powered by a 6-110 220-hp 6-cylinder GM diesel engine, with a GM 2:1 reduction and hydraulic reverse. The intermediate shafts are cold rolled steel, and the 3½" tail shafts American Brass Co. Tempaloy, both 3½" diameter. The propellers are 56" Michigan, with a 36" pitch. The boats carry Ryertex bearings in the stern tube and rudder tube. Shaft couplings are Columbian bronze, with bronze intermediate bearings.

All deck machinery—two winches and the power block is hydraulically controlled, with a set of Vickers hydraulic lines and valves. The vessels are provided with "Northern" combination trawl and seine winches. Engine controls are mechanical Mathers, with duplicate controls in the wheel-house and the flying bridge. All hydraulic equipment exposed to the weather is hooked up with Aeroquip flexible hose.

Fuel is carried in double-bottom tanks in the fish hold, and in wing tanks in the engine room, the capacity totaling 3500 gals. Fresh water is carried aft, below decks, and is distributed by means of a Fairbanks-Morse fresh-water pressure system.

The galley is adequate, though snug, and contains an Olympic stove burning diesel fuel. The ships have accommodations for seven men in the crew, and the skipper.

Electric light and power is supplied by an Onan 3 KW AC-DC generator, 115 v AC and 32 v DC.

Instrumentation includes Ekolite sounders, Northern radiophones, Freeman Metal Marine Pilots; and on the *Carl R.* a Raytheon Pathfinder radar.

The vessels are planned for eventual installation of a seawater refrigeration system with packaged units to chill the circulating seawater. Whitney & Co. operation at Seldovia, by teh way, was probably the first Alaska cannery to utilize seawater chilling on a tender.

● A final feature of the vessels was the tight schedule on which they were built. Contract was *signed* January 31, and the vessels were delivered by the middle of June.

Twin Screw Gillnetter Wears Twin 165-hp. Crowns

You don't often find a twin-screw installation in a gillnetter, but *My Fair Lady*, John Toyota's new 38' craft has such an installation, with two 125 hp. Chrysler Crown gas engines providing the motive power for the two 26" by 16" wheels made by Sumner Brass, Vancouver, B. C.

Toyota's boat was built according to plans developed by himself and the builder, Mass Nakade. He has been fishing for Anglo-B. C. Packing Co., and last year he sold his boat *Liberty Belle* to that company. He contends that the twin screw setup will make his boat more maneuverable while at the same time providing for a reserve in case one propeller is out of action.

My Fair Lady is equipped with a sonar radiotelephone and a White Surecho echo sounder, with White automatic pilot.

San Francisco Fishers Install Modern Equipment

Giuseppe Maria, San Francisco trawler, Tony Cresci, skipper, has been fitted with two new deep water winches built by Oswald Machine Works, San Francisco. The boat fishes for Harbor Fisheries, San Francisco.

Giuseppe Maria was completely overhauled and had some remodeling done at the San Francisco yards of Anderson & Cristofani.

A number of San Francisco hook-and-line boats have installed Apelco outside loop direction finders, purchased from Cal-Marine Radiophone Co., San Francisco. Among them are: *Paula B.*, Dominic Battaglia; *Lenore B.*, Buster Billante; *Mary Ann*, Nick Cefalu; *Sharon*, John Lund; *Alaskan*, Ray Null; and *Verna*, Calvin Armstrong.

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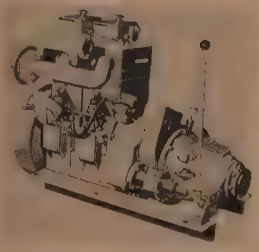

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Pacific Telephone

"MARY BARBARA" th NASSCO tuna clipper with MURPHY DIESEL AUXILIARY POWER

National Steel & Shipbuilding Co., of San Diego, has again equipped a new tuna clipper with Murphy Diesel Auxiliary power. In the 127-ft. "Mary Barbara", as in her sister ships, each of her two 191 HP (continuous) Murphy Diesels drives a 125 KW generator.

On a ship like the "Mary Barbara", which can cruise 6000 miles and averages a trip every 72 days to her South American fishing grounds, *dependable* power for refrigeration and other electrical equipment is vital. Selection of Murphy Diesel Generator Sets for 11 NASSCO clippers proves Murphy reliability and trouble-free performance.

When you need economical power for auxiliary service or main propulsion, see your Murphy Diesel Dealer for power you can depend on.

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4038

Smallest Steel Fisherman Combination for Canadian

Believed to be the smallest steel fishing vessel ever built in British Columbia is the combination *Ruth G. II*, 45′ by 14½′, built by John Manley Shipyard, New Westminster, for Alec Dearden, Victoria. The combination troll and crab fisherman, which replaces the *Ruth G.*, lost off Cadboro Bay last fall, was designed by Philip Spaulding and Associates, Seattle.

Ruth G. II has a double chine hull of ¼″ plating. Power plant consists of a 118 hp. Hercules diesel with 2:1 Twin Disc reduction gear. The stainless steel propeller was specially designed and built for this boat.

A large brine tank with three compartments is served by a Rice & McIntosh sea-water chilling unit. The tanks carry 17,000 lbs. of fish, and an additional 33,000 lbs. can be accommodated in ice in the main hold. The tanks are of corrugated steel, insulated by foam glass. Electronic equipment includes a 240 fathom Ekolite recorder, 33 watt output Apelco radiotelephone and a Wood-Freeman automatic pilot. Combination deck and anchor winch was supplied by J. Swann, Ltd., Vancouver.

* * *

Russell F. Humphrey, chief engineer aboard the clipper **Lusitania,** out of San Diego, died at sea early in August, apparently of a heart ailment, according to coroner's reports. His body was brought home by the clipper, which is a 98-ft. 160-ton vessel built by Al Larson and owned by Manuel G. Rosa.

* * *

Vincenzo Iacono, retired fisherman of San Pedro, Calif., died late in July. A native of Italy, Iacono had lived in San Pedro 39 years. His brother Giuseppe is master of the purse seiner **S. Restituta II,** and a son, Frank, owns the seiner **Saint Rita,** both out of San Pedro.

Extended Halibut Seasons Likely to Yield Lightly

● Heavy halibut production during the extra seasons in the fall seemed unlikely to those closest to the situation as this issue of *Pacific Fisherman* went to press.

Closure of Area 3 fishing on August 31 would not produce any break in landings, as the second season in Area 2 started the same day, running for one week with no catch quota.

In Area 3b, the Shumagin Islands and beyond, fishing would continue until October 15. Production from this area was uncertain, but not expected to be large. Some boats were booked for Sand Point and beyond, but the lure of Albacore at $425 per ton was pretty strong and expected to attract a substantial percentage of the capable Western schooners.

● There was a good deal of interest in how closely the Area 3 quota of 30,000,000 lbs. would be reached. Some observers thought the Halibut Commission staff had gotten its pencil a little too sharp in figuring the closure, but Dunlop, Bell and Associates were standing on their calculations with confidence.

Weather was responsible for checking Area 3 production during August —and all season for that matter.

An interesting aspect of the Westward season was the decline in productivity in Shelikof Strait, where heavy fishing was found in 1957. The cream skimmed last year, there wasn't much to be said for production there in 1958.

● Second season in Area 2 would not apply to the waters around Cape Scott and Goose Island, which would remain closed. These famous grounds have been giving indications of population decline under heavy fishing. Other waters may be developing the same tendency, the inside waters of Southeast Alaska particularly.

Some sound thinkers believe North Pacific halibut production hovers near its ceiling, basing their conclusion on the sensitive character of the populations in some areas, where productivity is particularly sensitive to decline under pressure of fishing intensity.

G. C. Lemon is Standard Dealer at Monterey

Gerald G. Lemon, Seaside, Calif., has been appointed marine dealer for Standard Oil Co. of California, in Monterey. Mr. Lemon will do business from the well known Standard Oil facilities on Fishermen's Wharf.

A veteran of 14 years in the Navy during World War II and the Korean War, Mr. Lemon has long been active in sport and commercial fishing in Monterey Bay and southern California.

He is fleet captain of the Monterey Peninsula Yacht Club and is for a second term secretary of the Monterey Peninsula Sport Boat Association.

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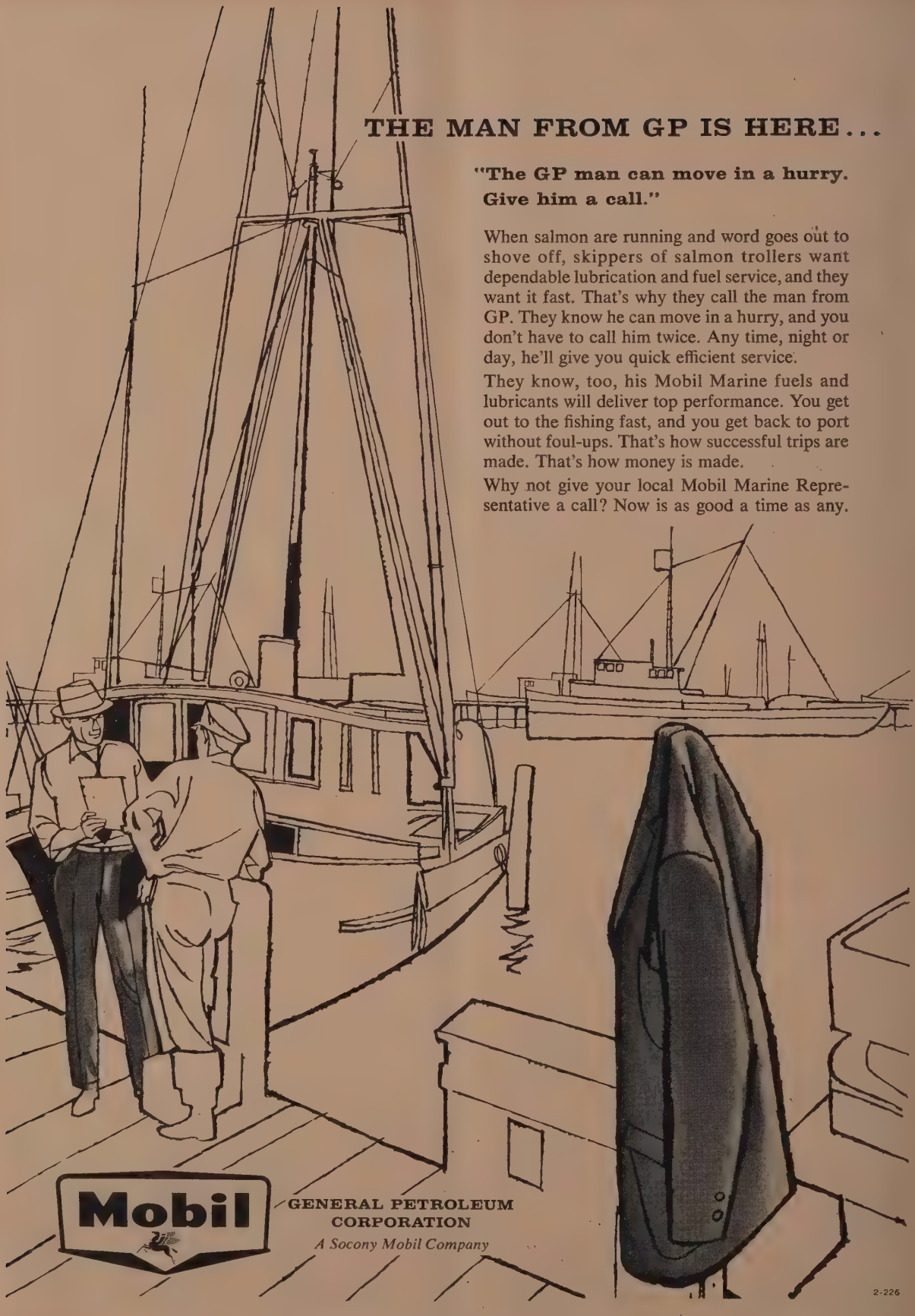
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Seine-Line Union Fixin' to Try Again

The Seine & Line Fishermen's Union of San Pedro, which last spring kept newspaper reporters busy with their internal troubles, was back in the papers last month with a three-and-a-half-age legal notice, all in small type.

For the benefit of those who came in late, it is repeated that the union is torn down the middle between two factions, one called the Victory Committee and the other operating without a sobriquet or nickname.

Charges, counter-charges, lawsuits, counter-lawsuits, elections, claims of frauds at elections, and at least one junior riot, have all ended in a decision by court-appointed Election Judges and Board of Arbitration to throw out last Spring's election and hold a new one next December.

This seems to be the upshot of the jumbo newspaper notice. The Judges and Board express the thought that in December, when most boats are in port, there won't be so many absentee ballots or contested ballots, and that perhaps at that time the Union can elect (or re-elect) new officers, end the chaos and get back to the business of running a labor union.

Sardine Boats Readied

In preparation for the 1957 sardine season, *Frances Marie,* Carmelo Billante, skipper; *Lucky Boy,* Erasimo Aiello, skipper; *City of Monterey,* Horace Balbo, skipper, were dry docked for general overhaul at the San Francisco yards of Anderson & Cristofani.

New Marettimo, Joe Spadaro; *El Cerrito,* Frank Cerrito; *Providenza,* John Mineo; and *Mineo Bros.,* Frank Mineo, were dry docked at Pacific Dry Dock & Repair Co., Oakland, and *Diana,* Pete Maiorana, was overhauled at Associated Dredging Co., Sausalito. All are Monterey purse seiners.

West and Central Alaska Yielding Mild Cure Packs

● Intensity of the effort to put-up a good pack of good mild cured salmon is bearing fruit in some unusual areas.

There are the Port Mollers, for example, an item new to mild curing, although of course some of the residents of that Bering Sea side of the Alaska Peninsula long have been putting up some hard-salted Kings of interesting quality.

This year Hal Finch of Vita Food Products, Inc., slipped up there early in the season and put up a pack reported to be in the neighborhood of 200 tierces.

Sometimes these pioneering ventures have sought fish without giving much thought to quality and packing, but that isn't the way Hal Finch works.

If the Port Mollers weren't good, he wouldn't have packed 'em; and if Hal packed 'em, they're packed right.

● The Nushagak, over on the other side of Bristol Bay, in 1958 had the heaviest King run in its history, at least so far as the canned pack indicates, with 22,000 full cases packed. There is reason to think that some of these Nushagaks at least went into tierces.

The Nushagak Kings go up that river, and not the Wood River, which is the parent stream of the main Red salmon run in that part of Bristol Bay. The Kings run far up the long Nushagak, and are said to be of excellent quality when properly handled.

Gulf of Alaska Yields Pack of Troll Kings

● Extension of salmon trolling into the Gulf of Alaska has long been a dream of fishermen—and some have tried it.

However, the venture has never had any considerable success from the economic standpoint, production generally being limited to the substantial run of Silvers found in early fall in the vicinity of the Copper River.

In mid-summer of this year, however, venturing trollers hit a substantial run of good quality Kings in the vicinity of Montague Island. The first fish are understood to have been delivered to the cold storage at LaTouche for freezing. Later, however, with the run persisting, Halibut Producers Cooperative is said to have sent a splitting crew to LaTouche, where an undetermined pack of mild cured fish was gotten into salt.

In addition to the Kings, which comprised the majority of the summer catch, some excellent Silvers were also reported.

Silvers This Season Given "Sterling" Rating

Quality of Silver salmon taken by trollers during the latter part of the summer of 1958 was rated exceptionally high by buyers as well as sellers.

The fish were fat, heavy, deep of body, and generally of the very finest quality—all of which was particularly fortunate in a season when they were in so much demand for mild curing as a substitute for Kings, a role which Silvers were never better suited to fill.

"Crescent No. 2" Lost

The well known trawler *Crescent No.* 2, owned and operated by Tom Lazio Fish Co., Eureka, missed the entrance to Humboldt Bay in a heavy fog, went on the beach, and has been declared a total loss.

Her crew of three were plucked from disaster by high line and breeches bouy operated by the Coast Guard.

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Congress Doubles Fish Boat Loan Fund to $20 Million

• Two significant items of fishery legislation were passed in the closing hours of Congress, but more died along the way in the last weeks of the session.

Passing was the Magnuson measure to add $10,000,000 to the similar amount provided by the Magnuson Fish and Wildlife Act of 1956. With the fund standing at $20,000,000, Senator Warren G. Magnuson declared that Congress had placed the fund on a self-sustaining basis. The fund already has $6,000,000 in loans outstanding, with another $6,600,000 in applications being processed.

Another measure to be passed was the House version of the Predatory Dogfish Shark Control bill. As enacted, this measure sets up a fund for research as to means of controlling dogfish, the possible effect on other species, and the possibility of developing products which would render the commercial use of dogfish economically feasible.

The bounty or subsidy provisions of the dogfish bill were eliminated.

• In its final weeks Congress acted as though "subsidy" was a nasty word.

The proposal which seemed to have the best chance—the Seaton's Subsidy measure, which had Administration's blessing and support—was crushed in the House.

This measure applied to certain metals and mineral products suffering from competition of imports. It sought by means of price support subsidy to grant these commodities relief without recourse to irritant tariffs.

Because the condition which Seaton's Subsidy sought to relieve has a direct parallel in fisheries; because the bill had Administration support, and actually was proposed by Interior, which is also responsible for fisheries, the American fishing industry followed it with the keenest interest.

If the Seaton scheme passed, perhaps the same principle could be applied to fish products beset by imports—but Congress would have none of it; and there died the last possible hope of tuna legislation at this Congress.

Andrew Buchan, Herring Developer, Passes Away

Andrew Buchan, a Scot who played a leading role in the development of the Alaska herring resource as a basis for industry, died in Seattle at the end of July. He was 91.

Born in Scotland, he emigrated to eastern Canada in 1911 and after engaging in the herring business there came to the Pacific Coast in 1920 when interest in development of the Alaska herring resource was gaining headway.

In 1924, with George Heinen, his son-in-law, Mr. Buchan founded the Buchan & Heinen Packing Co. with a plant at Port Armstrong, Southeast Alaska, which is still in operation under the name of the Buchanan Packing Co.

Japanese Tuna Leaders Visiting U. S. Industry

In a strictly unofficial role, two of the leading representatives of Japanese tuna fishing operators came to the United States in August to visit and study the American industry.

They are Susumu Kanno of Misaki and Sazaemon Takiguchi of Yaizu — two of the leading ports from which the large Japanese longliners operate.

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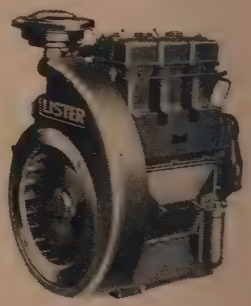

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Funny Fish Behavior Blamed on Ocean's Shifting Circulation

● Scientific opinion—in which fishermen generally concur—is that the anomalies of fish behavior and migration manifest this season are the result in large part of variations in oceanic currents of the North Pacific.

Through 1957 and much of 1958 the warmer currents of the eastern North Pacific appear to have been displaced several hundred miles north of their normal paths.

Dr. John F. Tully, chief oceanographer of the Fisheries Board of Canada's research station at Departure Bay, B.C., believes that the northward trend started about Christmas, 1956, and that the turning point was reached in July, 1958, with a counter swing to be anticipated over an indeterminant period.

Effect of the shifting oceanic circulation on the fisheries appears to be northward displacement of normal migration patterns, bringing Albacore to the Pacific Northwest in largely increased volume; and at the same time causing the species repelled by warm water, such as the Sockeye salmon, to hold to higher latitudes, with consequent delay in timing of the runs, and shifts in their routing, such as that which has taken an exceptional percentage of the Fraser Sockeyes through Johnstone Strait.

● Although they have recognized the existence of high surface temperatures for months, oceanographers in August were amazed at the depth to which the elevated temperatures extend.

This was emphasized by Dr. Maurice Rattray Jr., scientific chief of a University of Washington oceanographic cruise, upon its termination in August. He reported the warm water extending to much greater depths than had been thought possible.

John Linvog Dies

John Linvog, a veteran halibut owner, who had fished out of Seattle for nearly 48 years, died in a hospital there early in August at the age of 70.

He was formerly part owner of the halibut vessel *St. John II.*

Refrigerated Troller "Skip" Sold to Californian

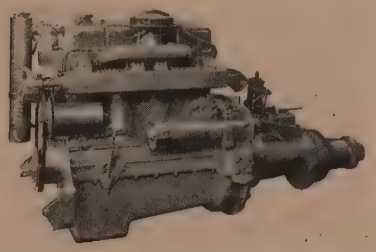
The 40' troller *Skip* of Morro Bay was sold in Moss Landing by Robert Weir to Harry Whelan of Agnew, Calif. The boat was built in Kernville, Ore., in 1944. A GM 4-71 engine was installed in 1948. *Skip* has 3:1 reduction, Akerite bearings, 12 volt electrical system and 2 sets of batteries. The radio and transmitter is Intervox 25-watt. Direction sounder is a Kaar and depth sounder a Fathometer Jr. 75 fathoms. Automatic pilot is a Wood-Freeman. A 35 pound Danforth anchor, 50 fathoms SS cable, an anchor winch, 3.5 Ton Universal refrigeration compressor, 6 spool salmon gurdies and a crab gurdy complete the fishing equipment.

The 31' Monterey clipper *California State* has been sold by Kenneth Pasqualetti of San Francisco to Gary T. Brown of San Juan Batista. The engine is a Gray Marine 55-hp. diesel.

Attilio Canepa has installed a Cummins 150-hp. engine in his *Balesteri Bros.*

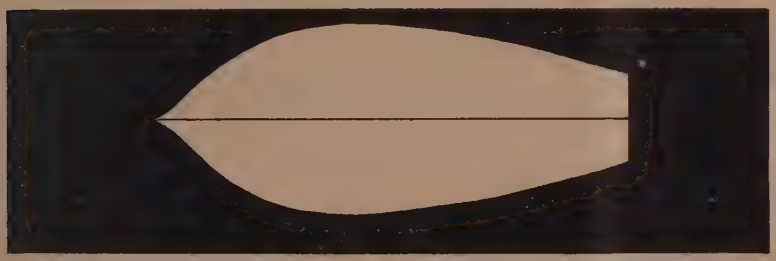
Star-Kist Fleet Installs Ford Marine Diesels

Star-Kist Foods, Inc., is taking advantage of the compact power provided by Ford marine diesels in combination craft operating for its varied fish-packing enterprises, and has ordered the Model 4DF-T60PX, 68-hp. four-cycle engines from Osco Motors Corporation, Philadelphia. They go into craft building by C. H. Wallace Boat Works at Huntington Beach, Calif.



For Star-Kist craft is this Ford marine diesel shipped by Osco Motors Corporation, Philadelphia, to the Southern California operator.

This 4DF Ford Marine Diesel features a compact engine mounted fresh water heat exchanger system of 8 p.s.i. pressure type as well as hydraulic (self) controlled reversing gear with heavy duty integral 2:1 reduction gear train. The engine is designed to provide maximum ease of instantaneous control. Electric starter and generator are 12 volt.



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JERRY'S BOAT SALES: For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker. New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

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Tuna Clipper Transfers

Among recent changes in ownership of American fishing vessels were:

Alphecca, a 128', 240-ton tuna clipper built by National Steel & Shipbuilding Co., San Diego, was conveyed to M. Machado Medina of San Diego from the Ambrose Co. of San Diego.

Intrepid, tuna clipper, 128', 270 tons, built by Lynch, to Star-Kist Foods Inc., Terminal Island, Calif., from George Budd.

Martin B, tuna clipper, 128', 270 tons, built by National, to Star-Kist from Joseph J. Bogdanovich.

Sheila, 121 gross tons, to Clifford F. McCroskey, Portland, Ore., from Pacific Fish Co.

Western Monarch, 144 gross tons, to Star-Kist from Western Boat Building Co.

Liberty Bell II, 127 gross tons, to Van Camp Sea Food Co. from Samuel A. Carr.

* * *

Mate Bakovic, retired fisherman, of San Pedro, died late in June. A native of Yugoslavia, he had lived in San Pedro 19 years.

Truesdail Move Brings Complete Lab Service

A complete laboratory, capable of making any kind of a chemical, physical or bacteriological test on marine food products, was formed last month when Truesdail Laboratories of Los Angeles established a new laboratory on Terminal Island, on the same premises with Hackney Inspection Laboratories.

Although there is no corporate connection between the two firms, the facilities installed by Truesdail will complement those operated by Hackney to make a complete testing and quality-control laboratory.

Truesdail Laboratories, long established in the Southern California food industries, will be equipped to handle any chemical or bacteriological testing and analysis, while Hackney will continue to serve the industry in physical and organoleptic testing, analysis and quality control.

The new Truesdail facility at Terminal Island was established primarily to serve the sea food packing industry in that area, but work will also be done at the laboratory for other food industries. Hackney, likewise, although specializing in sea food, does and will continue to do analysis and quality control work for packers of other kinds of foods.

The Truesdail laboratory will be managed by F. Leslie Hart, former chief chemist, Los Angeles District, U. S. Food & Drug Administration, and a veteran of many years in food chemistry. Among many association activities, Mr. Hart served as chairman of the Southern California section, Institute of Food Technologists.

Uniform Shrimp Regulations for West Coast Forecast

Pacific Marine Fisheries Commission, expected to meet in Seattle in November or December, is expected to drive toward uniform shrimping regulations for the Pacific states; and Oregon's Fish Commission has already set-up preliminary hearings designed to develop basic agreement among the shrimpers of that state as to their preferences.

Taku Seeding Improved

Escapement of Kings to the Taku River spawning grounds in 1958 was the most adequate noted since the Alaska Department of Fisheries began intensive study of the Taku system in 1951, C. L. Anderson, director of the department, reports following a survey by Walter Kirkness, senior biologist of the department's Commercial Fisheries Division.

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Among new GM Diesel-powered boats built for P.A.F. by Grandy Boat Company, Seattle, is the 36-ft. beach seiner, "Lorrinda G." A 4-cylinder "Jimmy" gives her a cruising speed of 8.5 knots; top speed of 9 knots.

Fishermen everywhere are turning to these rugged, compact 2-cycle GM Diesels because they provide plenty of dependable, low-cost power with utmost safety, and save valuable space for payload. And when parts or service are needed, there's a GM Diesel distributor or dealer in every major port.

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A 4-cylinder GM Diesel powers the 36-ft. purse seiner, "Lorrinda G.," fishing out of Sand Point, Alaska, for P.A.F.

RELAXED CONSULTATION—At the informal committee meeting in Honolulu preliminary to the International North Pacific Fisheries Commission meeting in Tokyo this autumn. In the picture, from the left (refer to accompanying text for identification): McKernan, Kasahara, Allen, Buchanan, Jackson, Brooding, Arita, Suzuki, Clawson, Ohki, Fujita, Sone, Nishimura, Clark, Cameron, Hager, Herrington, Needler. Suomela and Atkinson were not present when the photo was taken.

Abstention Atmosphere Clarified by Conference

● Clearing the atmosphere for the all-important three-nation fisheries conference in Tokyo this fall, 10 members of the International North Pacific Fisheries Commission, with a group of advisors, met in Honolulu in August for six days of informal, no-record, no-action discussions.

The Tokyo conference is expected to be of exceptional significance because: (1) the commission then must determine whether the salmon, halibut and herring fisheries of the eastern North Pacific continue to qualify for abstention from fishing by Japan; (2) the commission then is expected to implement and instruct the committee established at Vancouver in 1957 for the purpose of studying the proposal for re-location of the provisional Abstention Line in order to more equitably to divide salmon stocks of North American and Asian origin.

Following the Honolulu meeting, participants expressed confidence that it had served a good purpose in clarifying the issues and procedures involved; the national viewpoints with respect to the numerous complex and difficult technical questions involved; and in providing for expeditious handling of the problems involved by the general tripartite conference in Tokyo.

Participating in the Honolulu committee meeting were:

From Canada: Commissioners George R. Clark, who acted as committee chairman; John M. Buchanan, James Cameron and Roger T. Hager; Dr. A. W. H. Needler, advisor.

From Japan: Commissioners Iwao Fujita, chairman of the INPAC commission, Kenjiro Nishimura and Kyuhei Suzuki; Keisuke Arita, Tohru Sone and Hiroshi Ohki, advisors.

From the United States: Commissioners Edward W. Allen, Milton E. Brooding, and John H. Clawson; Arnie J. Suomela, U. S. Fish and Wildlife Service Commissioner, Donald L. McKernan, director, U. S. Bureau of Commercial Fisheries, W. C. Herrington, U. S. Department of State, and C. E. Atkinson, U. S. Bureau of Commercial Fisheries, advisors.

Secretariat—Roy I. Jackson, executive director; Dr. Hiroshi Kasahart, assistant director.

U. S. North Pacific Section Meeting Called

A general meeting of the United States Section of the International North Pacific Fisheries Commission, with its advisory committee, technical and administrative advisor has been called by Milton E. Brooding, chairman, to meet at the Bureau of Commercial Fisheries Laboratory in Seattle September 15.

It is anticipated that the meeting will receive a report on the informal conference on Honolulu in August, and will give thought to preparing the United States position and participation in the annual commission meeting in Tokyo in November.

Menhaden Fishing Slow

James R. Townsend, San Francisco fishery consultant, has returned from an extended tour of Mexico, the Gulf and East Coast. Mr. Townsend reports that menhaden fishing is slow.

Soviet Fisheries Research Ship to Visit B. C.

One of the world's largest and most elaborately equipped fisheries research vessels, Soviet Russia's *Vityaz,* will visit British Columbia ports late in October or early November, and its staff will be entertained by the Fisheries Association of B. C.

Vityaz is a 5,500-ton craft—an unusually handsome, white hulled craft, according to James Sinclair, president of the Fisheries Association, who saw her when he visited Vladivostok two years ago when Minister of Fisheries for Canada.

The ship carries a staff of 72 scientists and has been carrying out a large-scale fisheries, oceanographic and hydrographic program in the Western Pacific. One of its pieces of equipment is a drill that can be lowered 6000 feet to the ocean floor and penetrate the bottom.

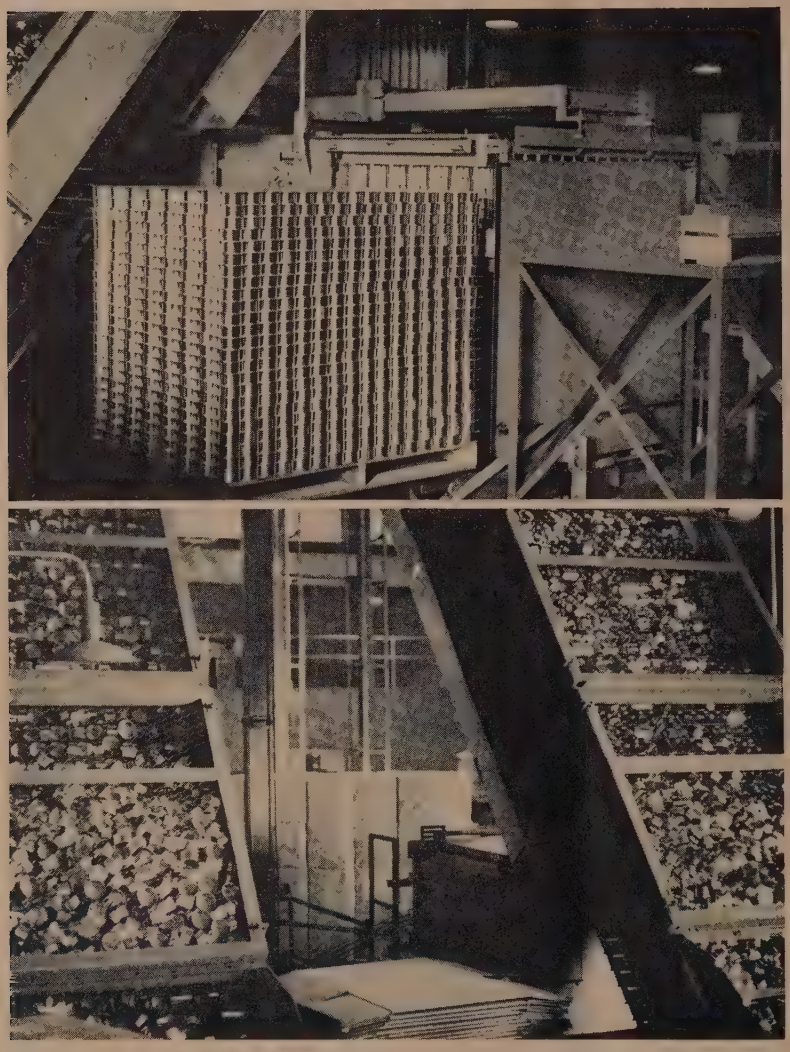
While in British Columbia, *Vityaz* staff members hope to visit the Fraser River to see migrating salmon, but they are primarily interested in the work of the Pacific Biological Station at Departure Bay.

From Humboldt Current To Rosario Strait

William Melzer, fishery engineer for Wilbur-Ellis Peruana S.A., operating in Peru, spent part of his vacation purse seinging for Sockeye salmon on Puget Sound as a member of the crew of his family's purse seiner *Homeward*. He had fished on Puget Sound before going to South America as a gear expert and fishery engineer, and wanted to try his hand again at the Adams River run.

With Mrs. Melzer, whose former home was in Norway, he visited that country during the earlier weeks of his holiday.

How Star-Kist Tuna Cans Ride to their Work on Air



Star-Kist can-handling system is shown in these pictures with the Buffe equipment in the upper view. Note the pallet-load of 5,060 cans positioned for moving into the unloader, which is finishing a similar stack. In the lower picture, between the two older inclined can elevators is seen the vertical column of the Buffe equipmnt, up which the cans are carried by a blast of air at the rate of 1,200 cans per minute.

● Can handling at Star-Kist Foods, Inc., great Number 4 tuna cannery at Terminal Island, Calif., perhaps the largest fish cannery in the world, stepped up in speed and down in space required and can damage this spring with installation of a unit of the Busse Bros. pneumatic system, which delivers 1,200 cans per minute without jumbling, rough handling or the necessity for machines for unscrambling.

Primary step is in the delivery of cans from the Continental Can Co. factory near the cannery. The cans come in pallet loads on motor trucks, each pallet bearing 5,060 half-pound tuna cans, the layers separated by paperboard sheets, and the stacks kept together by paperboard sides bound with metal straps.

Fork trucks lift the pallet loads from the motor trucks and spot them at the Busse unloader, into which they are advanced as the preceding pallet load is distributed. The Busse machine raises the stack a layer at a time, a horizontal arm sweeping the cans from the stack to a table, at the same time pushing the cans already covering the table into a chute which discharges them into the boot of a pneumatic elevator. There they are picked up by a rising column of air and shot at lightning speed to the distribution level of the cannery, where they are split into seven lines and run to the filling machines by demand release. The air-lift elevator was built by Peerless Equipment Co., Los Angeles.

● The Busse system works in conjunction with the original can-handling equipment in which cartons of cans were dumped by hand at the bottom of two large mechanical elevators which raised them to the unscramblers above. Only one man is necessary in the operation of the Busse system, his work consisting of removal of the paperboard separators and the pallets and control of the equipment.

Peru's Bonito Business Takes on Brighter Tone

Sharp reversal of the prospects for Peruvian bonito appeared in August as the spot market tightened in advance of any significant packing. If good fish are available in good quantity, it is anticipated in Peru that 1958-9 canning will exceed that of the 1957-8 season, when in the neighborhood of 1,000,000 cases were produced.

Prices are higher, although there is doubt if the United Kingdom will take its usual volume. The strength flows from the expected demand in the United States as result of the upward movement in tuna prices following the short catch of Albacore in Japan.

"Winter" fish canning started in Peru during July, the fish going to the United Kingdom, which normally calls for bonito produced only during the period from October through March.

Active packing can be expected to begin in southern Peru about the middle of September, with the central coastal from Callo north to Chimbote getting into activity about the first of November.

San Jose Man Director Of Merchants Refrigerating

John Q. Patton, San Jose, Calif., was elected a director of Merchants Refrigerating Company of New York at a board meeting July 21. The announcement was made by Arthur N. Otis, president of the company.

Mr. Patton, founder of Security Warehouse and Cold Storage Co. and one of its principal stockholders, was Chairman of the Board of Security at the time the company was acquired by Merchants Refrigerating Company.

CONTROL! Packaging often controls a product's success—and leaders in almost every industry know it. That's why most of them have their paperboard containers supplied by the West's leading producer: Fibreboard. One look at Fibreboard packages will tell you why. Your nearest Fibreboard representative's office is listed on the back of this page.

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PAPER PRODUCTS CORPORATION

FIBREBOARD packaging for sea foods

Your sea foods (fresh, canned, smoked, or frozen) travel better, **economically,** in Fibreboard containers. Corrugated and solid fibre shipping cases. Folding cartons of every size and style. Frozen food packages.

Advantages? You get many when you're served by the West's largest manufacturer of paperboard packaging. Your cartons and cases are faultlessly printed on the newest modern presses. You receive market and package research . . . structural and graphic design . . . equipment development and counsel . . . dependable supply and service. And people . . . experienced people near you to work with you.

SERVICE OFFICES: **Billings, Boise, Chicago, Denver, Fresno, Los Angeles, New York, Oakland, Omaha, Phoenix, Portland, Sacramento, Salt Lake City, San Diego, San Francisco, San Jose, Seattle, Stockton, Yakima.**

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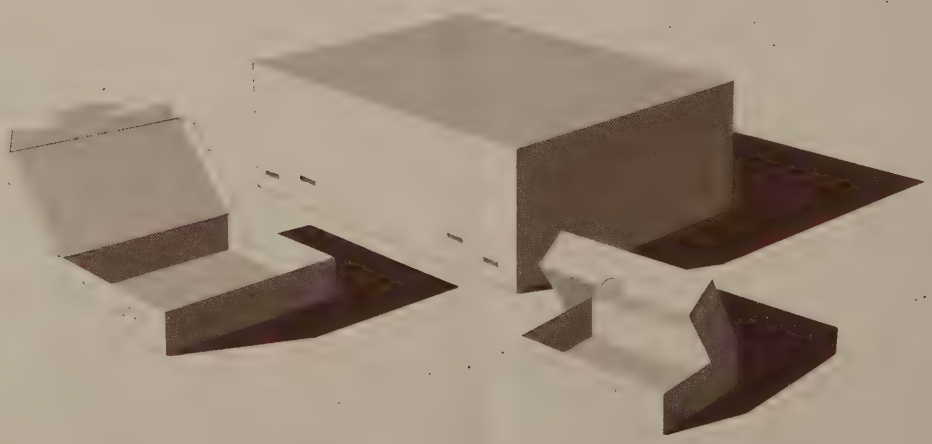
Paper Products Corporation
Head Office: San Francisco



Danish Importer Comments On Mildcure Embargo

Danish comment on the Danish embargo on imports of mildcured salmon from the United States are contained in a letter received by *Pacific Fisherman* from A. M. Vendsyssel, head of the Vendsyssel Packing Co., which has been trading in this commodity since 1898.

The letter was stimulated by an item in the February number of this journal, commenting on the fact that Denmark had granted no import licenses for mildcured salmon since World War II.

In his letter Mr. Vendsyssel writes in part:

"For consumption in Denmark we formerly used 200-300 tierces of mild cured salmon a year, this being salmon of the very highest quality. Today owing to the highly increased prices of American salmon such a quantity could not be sold here, but still there would always be a market in Denmark for some mildcure and also some frozen American salmon. In the interest of free trade in general and in no way for the benefit of one single firm, we think this matter should receive the attention of American authorities. It might for instance be brought up at the international GATT conferences in Geneva."

The Vendsyssel Company formerly maintained packing plants in Alaska and on the Columbia River, and still has an office in Seattle, where Alf Larsen, widely known figure in cured and frozen fish exporting, is general manager.

Ralston Joins Cowen

Fred S. Ralston, formerly with the Frank Spenger Co., Berkeley, Calif., as manager of the wholesale fish department, is now associated with M. S. Cowen Co., San Francisco sea food importers, as manager of the fish department. Mr. Ralston was with the Spenger company for eight years and before that was with Producers Trading Co., San Francisco.

Fraser Salmon Potential Of $100 Million Forecast

The Fraser River salmon fishery has a potential value of $100,000,000 a year and for that reason the river should be safeguarded from power development for at least 25 years, James Sinclair, president of the Fisheries Association of British Columbia, told a meeting of fishermen at Richmond, B. C.

Mr. Sinclair estimated that the $100,000,000 figure would be attained in three or four cycles of Sockeye.

Coming and Going — Two views of the **Robert H.**, a New Zealand fishing boat built in that country primarily for lobster fishing from plans by H. C. Hanson, Seattle naval architect. She is 37' long and powered with a G.M. diesel.

Heavy Weather Troller Wins Admiration in New Zealand

● Qualities that contribute to success as a heavy duty, heavy weather salmon troller serve a vessel well in the lobster fisheries of New Zealand.

That was the reasoning which led the Fisheries Section of the National Mortgage and Agency Co., Dunedin, New Zealand, to buy from H. C. Hanson, Seattle naval architect, plans for a 37' salmon troller which he had designed to stand all the work and weather that could be piled on a boat of that size.

Outboard profile of the vessel was first published in Mr. Hanson's advertisement in *Pacific Fisherman Yearbook* for 1956, and it was this sketch which led the New Zealanders to take up with Mr. Hanson the matter of plans.

Robert H., shown here, was the vessel built from them.

She is 37 by 11' and is powered with a General Motors 3-71 diesel with 3:1 reduction to the 30 by 27" wheel. The vessel is equipped with refrigeration, the 5-7 hp. compressor being driven from the main engine by means of a power take-off. She has hydraulic anchor winch and lobster pot gurdy.

Although Mr. Hanson designed the vessel heavily in the first place, her owners and the builders, Miller & Tunnage, Ltd., Port Chalmers, N. Z., gave her even heavier construction than called for. Keel, stem, sternpost, timbering, frames, beams were of Australian hardwood. Planking is Kauri pine, 1½"; and decking is black pine, 1¾".

Her owners report she is proving a "very handy unit and a good rough weather boat." The "lobsters" she fishes, by the way, are of the spiny variety, called "crayfish" in New Zealand.

Beside being much pleased at the owners' favorable opinion of the vessel, Mr. Hanson was keenly interested in the final paragraph of the letter, which ordered another set of plans for a vessel of somewhat different size and character.

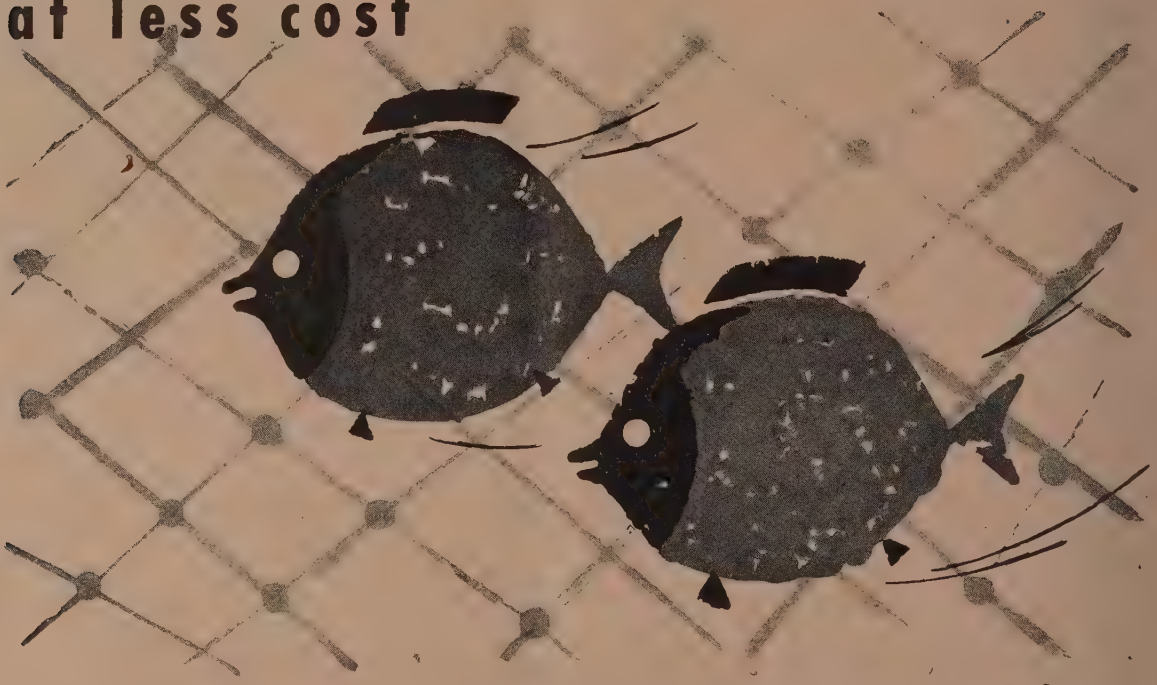
Puget Sound Oyster Seed Prospects Fine

Excellent prospects for a substantial production of domestic oyster seed in Puget Sound waters was noted in the Washington state department of fisheries reports on the spawning and setting of Pacific oysters.

The first setting — moderate in quantity — occurred between July 6 and 10. A second setting during the latter part of August was expected to produce a heavier catch of seed. At presstime water temperatures were continuing altogether favorable for spawning and setting.

Toray®

Amilan 100% nylon nets give you bigger catches at less cost



Here's what Amilan 100% nylon nets can do for you

They'll save you drying, preserving and spare net costs because they can stay in sea water for years without rotting, molding or mildewing. You can fish longer, more often, at greater distances.

They'll save you labor and fuel costs because they're light and easy to handle, absorb little water.

They'll save you repair and replacement costs because they're twice as strong as cotton, with 10 times the abrasion resistance.

They'll give you bigger catches because they're transparent and elastic.

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Du Pont's exclusive licensee in Japan

TOYO RAYON COMPANY, LTD.

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U. S. Fisheries Program Office for California

The new Southern California "Program" Office opened on Terminal Island in August with Donald R. Johnson, area director, in charge. Mr. Johnson joined the U. S. Bureau of Commercial Fisheries a few months ago upon resigning as chief of the scientific division of the Washington State Department of Fisheries. Over a period of many years in the Pacific Northwest he had won high rank as a scientist with sound administrative abilities and a flair for carrying the case for fisheries to the public in terms which are understood by the layman without sacrifice of their scientific soundness.

Members of his headquarters staff include Clarence Carlson, technologist, equipped with a laboratory; L. T. Bradbury, in charge of fisheries loans; Ross Hatton and Ralph Ferrandini, market development specialists.

The BCF Market News Service offices continues in the Post Office Building at San Pedro, with V. J. Samson in charge, assisted by A. Sokolich.

Another element in the Southern California area program responsibility is the South Pacific Fishery Investigation and the Ocean Research programs conducted at Stanford University by John C. Marr and O. E. Sette, respectively.

Wash. Shrimp Landings Over 5 Million Pounds

Shrimp landings in the State of Washington during the first seven months of 1958 totaled 5,331,300 lbs., just about 4,000,000 lbs. more than in the same period of 1957.

Astoria, Ore., reported for the same period additional shrimp deliveries of 1,253,100 lbs.

Seiner Saves Weeks On Crank-Pin Repair

A new method of grinding crankpin bearings saved the purse seiner *St. George II*, San Pedro, eight weeks of layup time and about $8000, it was reported last month by Giant Crankpin Service of Los Angeles.

A fouled crankpin aboard the 94' *St. George II* was repaired in a little over 24 hours by the new method. Two years ago the same job on the same boat took eight weeks and cost $8000.

Giant Crankpin Service did the work, on order from Western Engine Service Co. of Terminal Island, Calif. The *St. George II* is owned by Anthony Pisano, with Pancrazio Unoso as skipper.

Japan's High Seas Catch Misses Quota by 51 Tons

● Japan missed filling its 1958 high seas mothership salmon quota by only 51.4 metric tons.

The quota was 85,168.6 metric tons from the Aleutian Area and 6,498.4 metric tons from the Okhotsk Area: total, 91.667 metric tons for high seas motherships. Shore-based ocean operations were given a separate target.

Official Japanese reports to presstime gave no species segregation in the catch, nor was it specified how closely the two major areas came to their respective quota figures.

Informed observers were inclined to estimate the Japanese catch of Red Salmon as in the neighborhood of 11,000,000 fish, which would be expected to yield approximately 520,000 full cases of 48 lbs. each.

Information available in Japan indicates that Chums were the largest factor in the year's catch, with Pinks relatively scarce.

A problem arose almost immediately upon the close of high seas fishing August 10 when it became apparent that among the 432 catcher boats operating in the Aleutian Area there was wide divergence in the number of Red Salmon caught. It was considered possible that the governmental authorities would direct some sort of equalizations of shares between the boats taking a large number of Reds and those whose quota was filled principally from the cheaper species.

● Although locations at which the Japanese made their 1958 high seas salmon catches had not been officially disclosed to presstime, there was general acknowledgement among Americans best informed on the Japanese operations that the fishing had been done in very large degree west of 170° East Longitude. This was altogether in line with the informal and unofficial commitment given by leading Japanese operators to a delegation of American operators last spring.

Certain it is that the Japanese greatly reduced their fishing in the critical area north of the Aleutians. Only one fleet unit is believed to have fished there, and that for but a short time.

This fact, together with the degree to which the Japanese contained their fishing west of 170° East, is accepted by informed American and Canadian observers as evidence of desire on the part of Japan to accommodate its high seas operations as far as reasonable to the views and opinions of the North American nations associated with it in the North Pacific Fisheries Convention.

DR. WILLIAM F. ROYCE

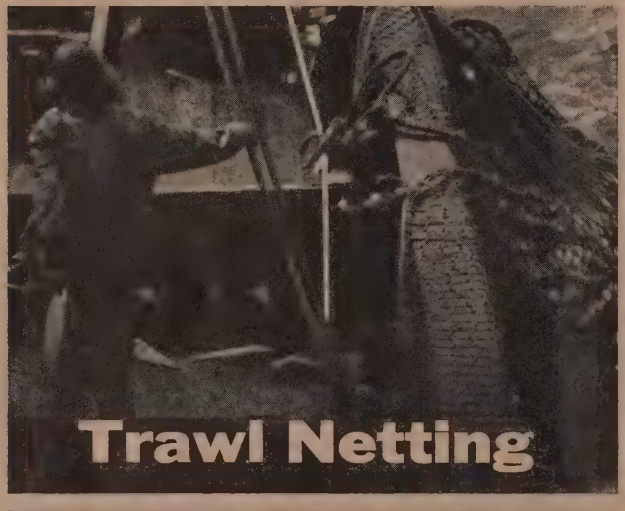
who became director of the Fisheries Research Institute of the University of Washington this summer, succeeding Dr. William F. Thompson, its founder, who becomes fisheries professor emeritus.

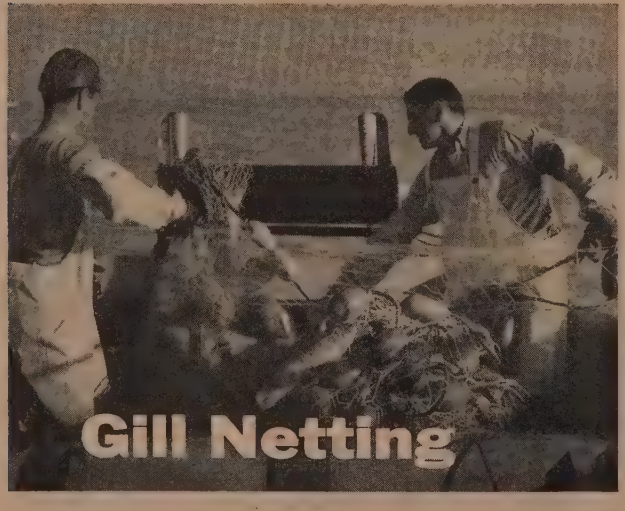
New Sales Vice President For Linen Thread Co.

James K. Buckwalter, Aug. 18, joined The Linen Thread Co., Inc., as Vice President, Sales, transferring from Manager of Industrial Sales of Stanley Works. Buckwalter was previously Vice President for Sales of The Wooster Rubber Company.

The Linen Thread Co. are manufacturers of synthetic and natural fiber threads, twines, yarns, fish netting, sports nets, having sales offices in New York, Chicago, San Francisco, Boston, Baltimore, St. Louis, and Gloucester, with sales executive offices in Paterson, N.J. Mills are at Blue Mountain, Alabama; Paterson, New Jersey; Kearny, New Jersey; Baltimore, Maryland; Gloucester, Massachusetts.

Ted Dahlstrom is remaining as General Sales Manager.





proved on all three coasts . . .

HIGH PERFORMANCE AND ECONOMY IN NETTING OF DU PONT NYLON

Netting of proved quality and economy can make your catches far more profitable in the long run. That's why so many fishermen insist on netting of Du Pont nylon. Eight years of experience has shown that netting made with Du Pont nylon yarn has given remarkable performance and important savings in all types of fishing operations.

Du Pont nylon is the choice of skilled netting manufacturers . . . and it's your best guarantee of getting the quality you pay for in a nylon net.

ROPES OF NYLON OR "DACRON"*

Hanging and purse lines of Du Pont nylon or "Dacron" polyester fiber are "perfect partners" for use with nylon netting. Use nylon where strength and toughness are needed—"Dacron" where these qualities must be combined with *low stretch*. Match the life of nylon netting—save rehanging time and money.

*"Dacron" is Du Pont's registered trademark for its polyester fiber. Du Pont makes fibers, does not make cordage or netting.

Enjoy the "Du Pont Show of the Month" on CBS-TV

DU PONT
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BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY

NETTING OF DU PONT NYLON—easier to handle, wet or dry . . . resists rot and mildew . . . more economical in the long run

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Section of PACIFIC FISHERMAN — September, 1958

$21 Price Halts Whispering Campaign About Pink Talls

● Revision of the price for Pink talls to $21, down $2 from the former nominal figure, was announced over the week-end of Aug. 16-17 by New England Fish Co., calling a halt on the whispering campaign which had rustled around the $23 price.

With a substantial pack of Pinks assured Nefco, the company could be expected to be interested in stimulating movement.

While of course there were a good many operators with high unit costs for low packs who would be hurt by the $2 decline, the "correction" generally was accepted as sound.

Iver Wendt wrote his trade: "This $21 price is generally regarded as a good price, because it will permit the retailing of Pink Talls at not to exceed 59c a tin, which with proper promotion should readily move the pack into consumption."

Walter P. Shiel had this comment: "The reduction in the price of Pink Talls should stimulate sales in a big way . . . Unless there is some unexpected development in the next week or two, the Pink market should be *hot*."

Chums "Corrected" Also

● Revision of the Pink price inevitably brought pressure upon Chums, although the $18 price appeared to have a good deal of support in seller opinion. However, the week following the lowering of the Pink price saw the development of a market which L. A. Petersen, New England Fish Co. observed "needs a little more pectin" as he announced a prompt-shipment-subject-to-withdrawal price of $17 on summer pack Chum talls.

● With the $35 price on Red Talls and $23 for halves set for advertised brands, the general trade was quoting $2-$3 less; and export shoppers were hoping the British Columbia Sockeye pack would provide even more advantageous figures for foreign shipment.

At presstime there were too many questions still unanswered about the Fraser River Sockeye pack and where it would be made to justify editorial speculation as to its marketing.

Columbia River Tuna Imports Hold Even

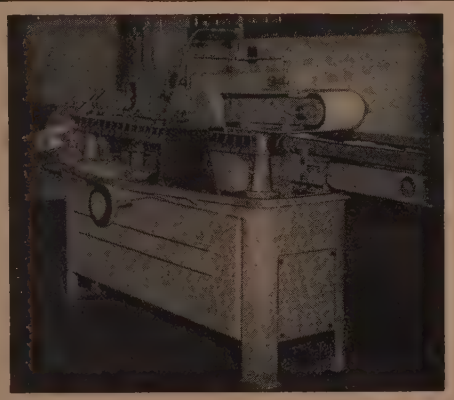
Imports of frozen tuna delivered at Astoria, Ore., during the first seven months of 1958 held close to the level of the previous year, totaling 9,786,000 lbs. against 10,082,000 in 1957.

Composition of the 1958 imports to August 1 was: Albacore, 8,909,000 lbs.; Yellowfin, 850,000 lbs.; side, probably lightmeat, 30,000 lbs.

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$23
Sockeye, quarters	13
Alaska	
Red, talls	32 -35
Red halves	21 -23
Pink, talls	21
Pink, halves	13 -13.50
Pink, 4-lbs. (12)	24
Coho, talls	-27
Coho, halves	15 -16
Coho, quarters	10
Coho, 4-lb. (12)	26.50-28
Chum, summer, tall	17
Chum, summer, halves	11 -11.50
Chum, fall, halves	10.50
Chum, 4-lb. (12)	19 -20
King, talls	28.50-29
Columbia River	
Chinook, ½ oval (12)	14
Fancy, halves	25 -26
Fancy, quarters	13.75-14.50
Choice, halves	17
Choice, quarters	9.75
Silver, halves	16 -17
Silver, quarters	- 9.75
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	14 -15
Yellowfin, chunk, 6½ oz.	10 -10.35
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-16.25
Albacore, fcy., 3½ oz.	8.50- 9.65
Albacore, chunk, 6½ oz.	10.50-13
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.70
Lightmeat, chunk, 6½ oz.	12.50
Lightmeat, chunk, 3 oz.	7.65
Canned Crab—	
Dungeness, 24, 6½ oz.	11.50
King, 48, 7½ oz., fcy.	29
King, 24, 1s, fcy.	26.50
King, 24, 7½ oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 6½ oz.	8



The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

P. O. Box 1322, Warrenton, Oregon

South Californians Marshal Forces for 1958 Fish Parade

● About 50 members of the Southern California Fisheries Association were given a special treat last month in the shape of a specially-arranged meeting in Los Angeles' Chinatown, arranged by Frank Tsuchiya, president.

In an outdoor garden, lighted by colorful Japanese lanterns, tables were set for a specially-ordered Chinese banquet. For members' refreshment a private bar was set up in the garden-dining room, compliments of President Tsuchiya.

The fresh- and frozen-fish men discussed a number of important subjects.

Ross Hatton of the Bureau of Commercial Fisheries reported on the promotional material available to retailers through wholesalers for the Fish and Seafood Parade next October 6 to 12. Mr. Hatton showed much of the material and described the rest.

Ed Schultz of Amends & Schultz reported on the local aspects of Fish- and Seafood Week. He said an official proclamation will be obtained from Los Angeles Mayor Norris Poulson, and said other official and semi-official organizations were coming into line with hearty co-operation.

Mr. Schultz was backed up by reports on trade-paper and press promotions being handled by Leo Pearlstein and Hugh Roberts, advertising agency executives.

Louis Vitale reported a victory in distributors' efforts to persuade weight and measure authorities to permit weight marking to be done by retailers rather than wholesalers, to avoid possible difficulties due to changes in weight between the wholesale and retail levels.

Ray Lemoi of Los Angeles, new president of the new California Fisheries Council, made a strong plea to all present to become members of the new statewide organization, which is dedicated to support of legislative action favorable to the fish industry. Lemoi outlined the purposes of the Council and laid great stress on the importance of working together to match the efforts of other organizations unsympathetic to commercial fishing and allied industries.

Mr. Tsuchiya presided at the meeting, with the able assistance of Secretary Bart Ghio.

Columbia River Packers Association, Inc.
Astoria, Oregon

LESS **NET** CARE
LONGER **NET** LIFE
GREATER **NET** PROFITS

MARLON
FISH NETS and TWINE

Fishermen's Co-op Ass'n., San Pedro
Consolidated Factors, Monterey
Pacific Marine Supply, Seattle

VITA FOOD

TRADE MARK

PRODUCTS, INC.
GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	325	545	1,219	2,573	54	4,716
San Diego	431	226	885	440	—	1,982
Total 1958 through August 16	756	771	2,104	3,013	54	6,698
Total 1957	2,343	1,164	202	1,199	—	4,908

Japanese Advance Albacore Price 60c This Summer

Quoted price of Japanese canned Albacore for the United States rose by 60c per case in two steps during the summer. The first rise was 35c at the end of June, followed late in July by 25c more.

The poor fishing during the summer Albacore season and the consequent short pack was given as the reason for the rise. The price at press-time stood at $9.15 fob. Japan for 7 oz. Albacore fancy in brine.

Possibility of further increase was seen by the Japanese producers, who recalled a drop of 80c per case, which occurred only about a year before.

Price of light meat tuna was not affected.

Price Perplexes Jacobs

Max Jacobs, long-time Pacific manager of Vita Food Products, Inc., now retired and living in San Francisco, spent some time in Seattle in August on a visit to his old friends and old haunts. Among the changes which he found most perplexing was the market for troll salmon, hovering at the dollar-a-pound level, and giving him new grounds for being happy that he was retired and no longer drawing cards in the mild cure game.

PACIFIC PEARL SHRIMP
CRAB • SALMON • TUNA • CLAMS • OYSTERS
PACIFIC PEARL
Northwest Sea Foods
A familiar sight in grocery stores from coast to coast!
• SHRIMP
• CRAB
• SALMON
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Jellied Tuna Finds Good Reception in Germany

Jellied tuna from Japan received such rousing reception in West Germany this spring that the Food and Agriculture Ministry of West Germany warned the Japanese that excessive exports of the product might prove damaging to the economy of the German fishing industry.

Originally produced for the United Kingdom, and introduced there in some volume in 1957, the jellied tuna proved definitely attractive to the German market, which took more than half of the 45,000 cases exported from Japan this year. The balance went to Canada—where the product was originated a few years ago—Great Britain and Holland.

Although some Albacore was packed in this fashion, most of the production was from Lightmeat. It is considered doubtful if more Albacore will be packed in jelly for the present, due to the shortage of white meat tuna in Japan; but Canada is known to be particularly interested in additional supplies of Albacore in jelly.

Bornstein to Operate Branch at Anacortes

Equity of Bornstein Seafoods, Inc., Egil Peterson and others in the Skagit Fisheries operations at Anacortes were sold in August to the Northwest Fur Breeders Cooperative, which will use Skagit as a primary supplier of fur animal food.

Bornstein Seafoods will operate the fresh and frozen end of the business under lease as a branch, and will also operate the reduction plant. The oil and meal end of the business works on offal, herring for reduction, and is expected to try dogfish reduction when and if the federal subsidy law becomes effective.

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Telephone: Deerfield 7-6322

N.F.I. Pacific Coast Regional Meetings Booked

Two Pacific Coast regional meetings of the National Fisheries Institute are booked for mid-October, with Palmer Olson of the New England Fish Co., Northwest regional vice president, in charge of the meeting at Seattle Oct. 15.

In San Francisco October 17 the regional meeting will be in charge of John Martin, broker, who was requested to take charge as resident chairman by Sam DeLuca of San Pedro, regional vice president.

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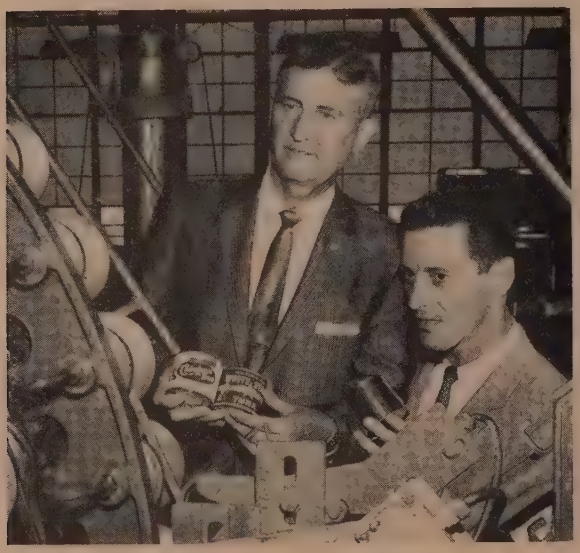


"Family Size" tuna cans are being turned out for Van Camp Sea Food Co.'s new 9.25-oz. chunk pack in the American Can Co. plant at Wilmington, Calif., under the interested scrutiny of Glenn Copeland, left, Van Camp executive vice president, and Frederick Bishop, manager of the Canco plant.

Ralph Marsh Returns To India for Shrimp

Ralph W. Marsh, Marsh Marine Products Co., Moss Landing, Calif., is returning to South India to complete investigations and development of the dried and frozen shrimp industry in that area in conjunction with M. W. Cowen Co., San Francisco importers of sea foods.

The Franco-Italian Packing Co., Terminal Island, Calif., has leased the Marsh Marine Products Co. facilities at Moss Landing for the 1958 Albacore season, and has appointed Henry Goodrich Jr. as manager and buyer. Mr. Goodrich has been associated some time with the Santa Cruz Canning Co., Moss Landing, as assistant manager.

Magnusson Finds Quality Control Concept Gaining

Control of quality as an essential in the modern marketing of fish is advancing on a broad front along the entire Pacific Coast.

This is the one-sentence summary of a *PF* interview in August with Harris Magnusson, technical director of the National Fisheries Institute, on the Pacific Coast to confer with the fresh and frozen fish trade on quality control, fishermen's "guide lines" for protecting the value of their catches, and possible voluntary standards of quality for such products as frozen halibut steaks.

In the case of fishery products now under standards, he believes industry acceptance and approval of the program grows at an accelerating pace. In the case of breaded shrimp, for example, from 60 to 70% of the entire U. S. production is now voluntarily under continuous federal inspection.

San Juan and Kadiak Enter King Crab Field

A joint venture of San Juan Fishing & Packing Co. and the Kadiak Fisheries Co. this fall is to take these two leading salmon canning organizations into the King crab business.

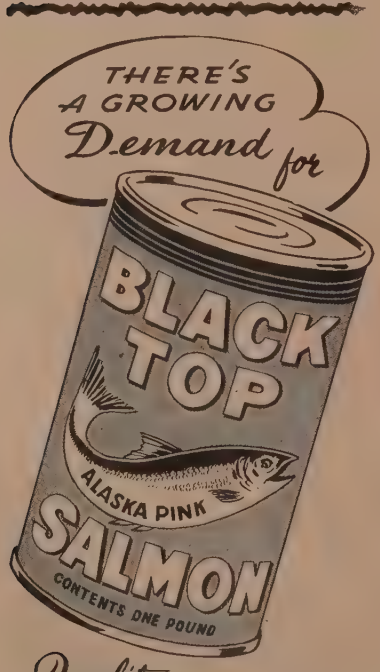
They have leased the Muller plant at Kodiak and will pack both canned and frozen King crab there during the fall and early winter season.

Robert L. Stix Firm Moves To Suburban New York

Robert L. Stix, president of Robert L. Stix, Inc., seafood sales representative with a distinguished business in the New York metropolitan area, announced in August the removal of his firm's headquarters from the lower Broadway wholesale area to Bronxville, N.Y.

The address is 141 Parkway Road, only 27 minutes from downtown New York by rail; and with transportation advantages by rail and highway which should prove of benefit both to the Stix firm and its customers.

Mail address is Box 278, Bronxville, N.Y.; telephone: Deerfield 7-6322.



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The West Coast wanted more. Ordered: the *Independence* (3), *Concho* (4), *Missouri* (5), *Westport* (6), *Elsinore* (7), *United States* (8), *San Juan* (9), *Mary Barbara* (10) and *Carol Virginia* (11).

In each of these eleven giant fishermen, National Steel protected owners' profits with Monel* nickel-copper alloy shafting.

This builder knows a Monel shaft can be relied upon to bring a tuna boat back safely from a voyage. That's because Monel alloy is extra tough and strong – withstands tremendous shocks.

National Steel knows Monel alloy is extra hard – withstands wear. It's extra stiff – minimizes whipping. And Monel alloy is highly resistant to marine corrosion.

Monel alloy lasts longer at sea. Specify Monel shafting for your new boat – or when your present shaft is no longer serviceable. Specify Monel alloy for *all* fittings and fastenings subject to hard use and corrosive attack.

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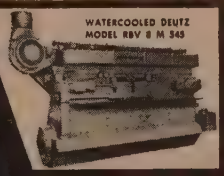

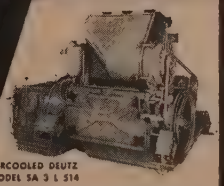

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Tempaloy Shafting cuts costs for Northwest boatbuilder

The Harold Hansen Boat Company, Seattle, Washington, selected a 3½″ by 12-ft. Tempaloy shaft for the recently completed commercial fishing boat, *Pacific Maid*, because its extra-high strength made it possible to use higher power with relatively small diameter. At the same time a new sister ship, *Olympic Maid*, is having power installed. A 3½″ Tempaloy Shaft provided the extra strength needed in both installations.

Pacific Maid and **Olympic Maid** are suitable for halibut, tuna, and salmon in Northwest waters. They are both approximately 57 feet over-all, with a 17-foot beam.

TEMPALOY® -917, nickel-aluminum bronze shafting, was developed by The American Brass Company for use requiring extra-high strength and lighter weight. Repowering with higher horsepower engines often means replacing original shafting, too. Tempaloy provides the needed extra strength with no increase in shaft diameter—saving costly alteration of bearing, stuffing box and housing assemblies. Features: toughness and high yield strength—high resistance to shock—excellent corrosion resistance—lighter weight—special straightening—individually wrapped and trade-marked—reasonably priced.

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Both Anaconda propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. District Sales Offices: Los Angeles, Calif., at 14900 Garfield Ave., Paramount—San Francisco 4, Calif., at 120 Montgomery St.—Seattle 1, Wash., at 1311 Tower Bldg. 58118PF

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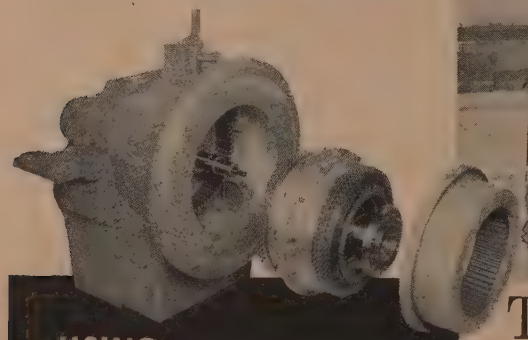

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Technical Aspects of Oyster Industry Primary Concern of Pacific Producers

● Oystermen gathered from many Pacific Coast points in the 12th annual Pacific Coast Oyster Growers convention at Olympia, Wash.

New officers are: Edward J. Gruble, president; Earl R. Brenner, vice president; Lee J. Wiegardt is outgoing president; directors include R. O. Bower, Wm. Gardner and George M. Yanagimachi.

Milo Moore, Washington State Director of Fisheries, visited and gave a report on the whole fisheries picture. Technical papers included:

"Progress on Oyster Rehabilitation Research" by Cedric Lindsay, Supervisor, Shellfish Laboratory, Quilcene, Washington, in which color slides showed the facilities and process of the testing program;

"The Washington State Oyster Reserve Program," by Dr. Harvey McMillin, Aquaculturist, who gave tips to oystermen on the nature of their land titles and told of the available areas for new seed-planting development to build a seed-growing potential in Washington that could replace foreign purchases;

"Pollution Control — Accomplishments, Problems and Plans" by Harold E. Miller, the new Director of Washington State Pollution Control Commission, wound up the first technical session. He told of municipal and industrial progress towards complete pollution control, and of the growing numbers of cities and industrial plants which have met current standards to meet this problem. As to an ultimate solution to all pollution problems, his present task is to develop a new program to gather information.

"The Occurrence of Paralytic Poison in Shellfish on the Pacific Coast," was title of a paper by John A. Dassow, Assistant Chief, Pacific Coast Technological Research, Bureau of Commercial Fisheries, Seattle. He warned that oysters as well as other shellfish appear capable of concentrating poisons from certain diatoms, told of the difficulty of predicting occurrence of these diatoms, effects of the poison and methods of removing it where it does occur.

"Studies of Feeding Habits of Oyster Drills" by Kenneth K. Chew, student at the College of Fisheries, University of Washington, was an illustrated description of a completed test series to show the rate and conditions of attack by oyster drills on various types of shellfish. This paper gave slide illustrations of the equipment and statistical methods of this type of work.

"Market Developments: How We Can Help the Oyster Industry," by Fred W. Hipkins, Chief, Branch of Market Development, Bureau of Commercial Fisheries, Seattle, showed the results of a menu-testing and public product-acceptance program under way by the federal government. Mr. Hipkins stressed that price of oyster products has not risen in many years and ways must be found to sell the public on oysters so that prices can be adjusted to meet rising costs.

"Activities and Goals of the Rayonier Marine Laboratory" by Dr. Jerome K. Stein, Director of Biological Investigation, Rayonier Marine Laboratory, Hoodsport, Washington. This paper revolved on the question of methodology, procedures of data analysis, new tools to use by the scientist. "We need agreement on criteria," said Stein. Here is his statement of the philosophy of the program: The

Oyster Growers' Officers—Edward J. Gruble, Seattle, newly elected president of the Pacific Coast Oyster Growers Association, stands here between Earl R. Brenner, Olympia, Wash., vice president, left, and Lee J. Wiegardt of Ocean Park, Wash., retiring president.

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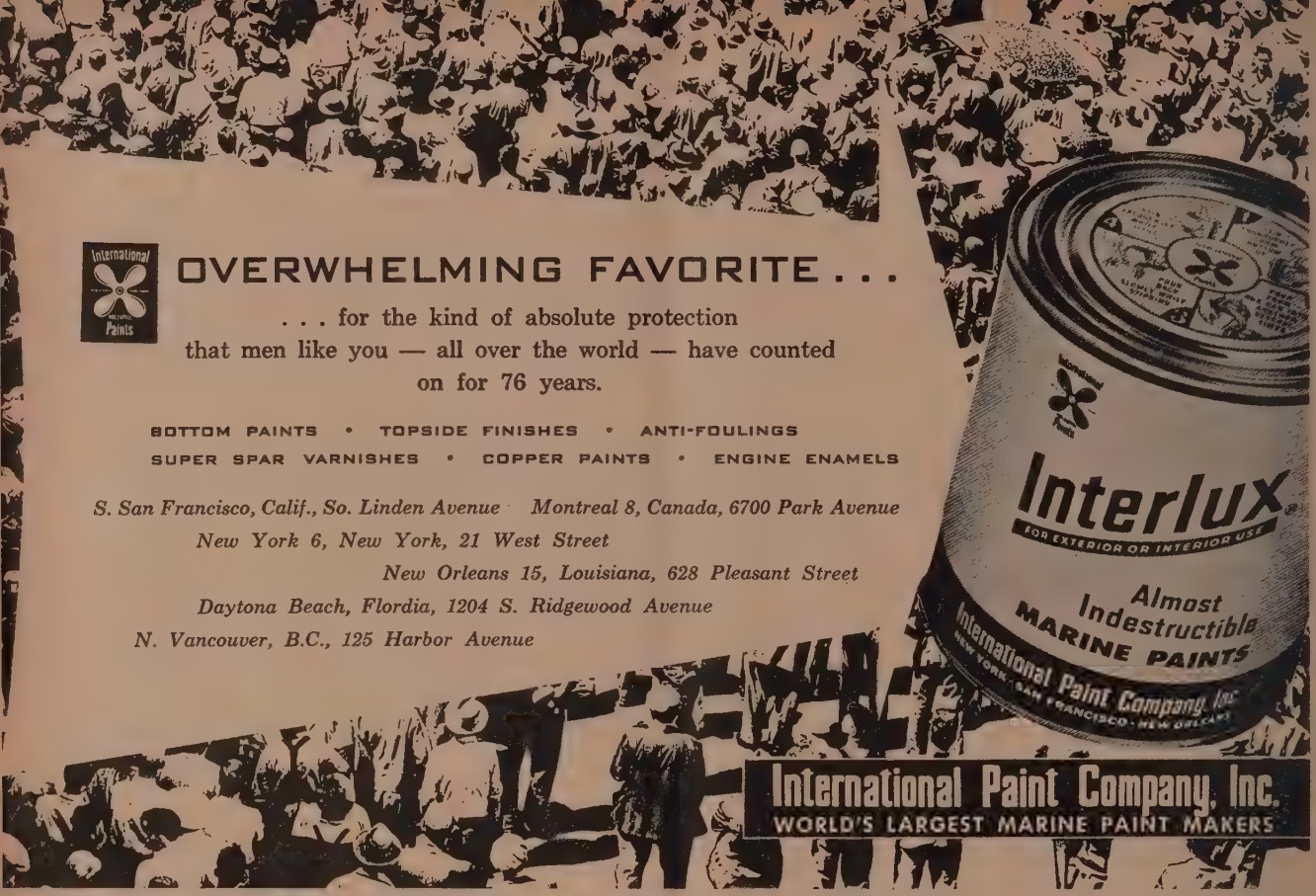
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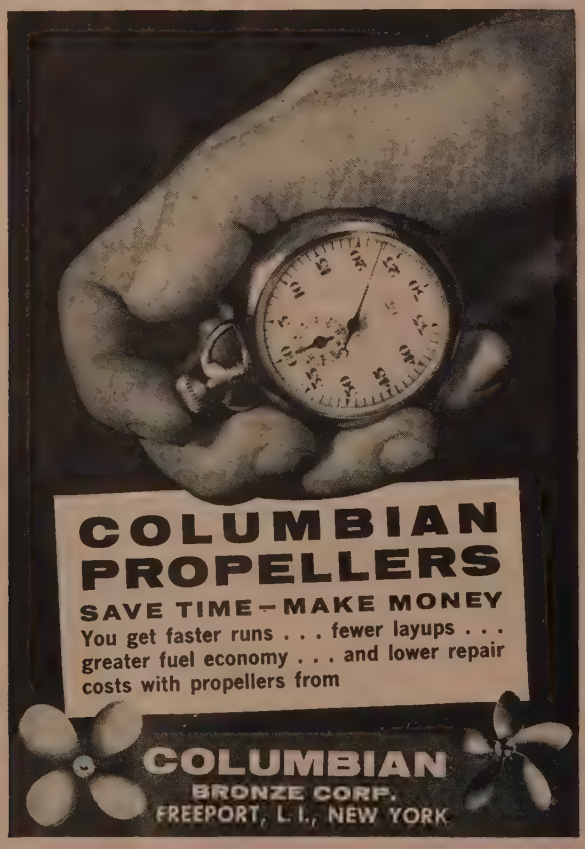
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traditional question has centered on the point of mortality of marine life exposed to pollutants. In other words, what percentage of pollutant makes what per cent of the animals die? "But where does the scientist go from here?" said Stein.

So the new philosophy of the program he directs, he said, has been going more and more on the question of effectiveness of dosage on the life activity of the animal, not a study of how lethal pollution is, but a more fine study to see at what point the animal will not be affected at all. He compared this study to that of radioactive fallout, in which we are not interested in how much it takes to kill a man but in how much radioactivity one can take and still be safe, able to live and work effectively. So the research studies for example the pumping rate of an oyster, the microscopic cell structure, the function of the organs and tissue effect. "Pumping effect, feeding efficiency, are a better criterion than mortality" — he told of the methods and equipment being used. "What we hope to end up with is a complete picture of the planktonic level in water as well," he said.

"Progress Report on Studies of Freezing and Storage of Pacific Oysters" by R. W. Nelson, Chemist-Engineer, Seattle Technological Laboratory and Bureau of Commercial Fisheries, Seattle, was another paper of interest to the oystermen at these meetings.

At the present time, he said, his laboratory has four projects on oysters, one just completed and three others nearly finished. The first was an evaluation of spray coating of hydrogenated vegetable oil on whole breaded oysters. They were frozen so that single oyster can be removed from a package for individual preparation. This worked, and the method proved to better the quality as well.

Second study has been that on the effect of initial quality of the oyster on subsequent storage life. This is being done by holding various batches for different periods of time, iced, before the freezing process. Early indication of the result is that the drip increases in direct proportion to the holding time on ice. Third study: to determine the storage life of breaded oyster portions. Commercial and lab-prepared samples have been packaged in normal manner and placed in 0° Fahrenheit, in waxed cartons with waxed-paper over-wrap. Results so far are inconclusive. Fourth study is that of new methods of individually freezing oysters. Immersion freezing hasn't been so successful due to salt pickup, but blast freezing indicates that glazed frozen oysters show promise.

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LINES and LEADERS

Out from the factory to discuss propellers with his Pacific Coast factory representatives was **Leo P. Treger,** divisional sales manager for Columbian Bronze Corporation.

Caught by our staff photographer while in Seattle recently were, left to right, **Wes Louden,** W. W. Louden Co., San Mateo, California; **Mr. Treger; Jack Hickman,** J. B. Hickman Co., Seattle, Washington. According to Mr. Traeger his discussion with Hickman and Louden centered around a greatly strengthened dealer organization and the fact that Columbian Propellers are now available in a wide range of sizes throughout the western United States.

American Brass in New Plant

American Brass Co., makers of Anaconda propeller shafting, has opened a huge new manufacturing plant in Paramount, suburb of Los Angeles, Calif. To celebrate the occasion, a high-ranking delegation of American Brass officials came West and presided over a press-party, luncheon and open house. The new plant, on a 50-acre site, will produce all American Brass products, in all the alloys made by the company.

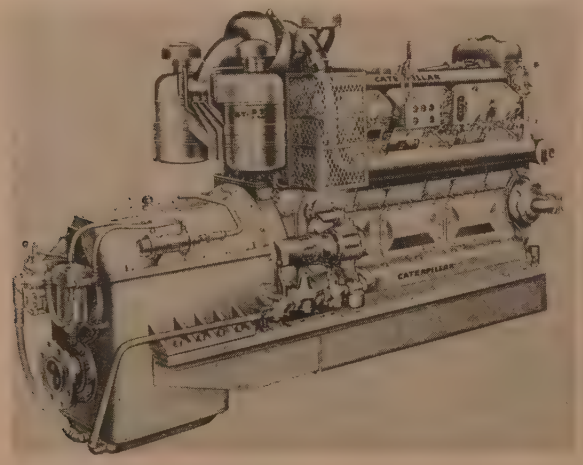
Orenda Industrial Inc. Handles American Sales of British Diesels

Orenda Engines Ltd., the leading manufacturer of jet engines in Canada, recently announced extensive plans for industrial expansion in the United States and Canada. To further these plans, they have formed a new company, Orenda Industrial Ltd., with head offices in Toronto, and a subsidiary company in New York, Orenda Industrial Inc. (formerly BRUSH ABOE, Inc.).

From their new and enlarged offices at 34-14 58th Street, Woodside, N. Y., Orenda Industrial Inc. will continue to market the products of the Brush Group of companies in England, which include the well established diesel engine lines of Petter, McLaren, National and Mirrlees, ranging in size from 1½ to 4000 hp. for industrial and marine applications, together with the electrical products of the Brush Electrical Engineering Co., Ltd.

The Brush Group, which has over fifty years of experience in the diesel and electrical fields, only recently became a part of the Hawker Siddeley Group of England, along with A. V. Roe Canada Ltd.

With this powerful backing, both in England and Canada, Orenda Industrial Inc. plan to expand their operations in this country and extend their sales and service coverage throughout the U. S. for Petter engines. As one of their first steps in this direction, they are opening an office in San Francisco to cover the West Coast.



Marine gear "package" announced by Caterpillar as its newest product developed specifically for fishing vessels and other heavy duty marine power requirements.

New Marine Diesel-Gear "Package" in Caterpillar Line

Caterpillar Engine Division announces a marine engine and marine gear power package, of its new No. 3181 Marine Gear, used with the Cat D397 (Series D) Marine Engine.

The new gear was field tested for a period of more than 4000 hours during 1957.

It was designed with reserve capacity and will operate with either right or left hand propellers regardless of engine rotation. This permits full power for reversing over indefinite periods.

In addition to the standard 3.68:1 gear ratio, 2.40:1, 3.03:1 and 4.38:1 ratios are available as attachment gear units. The No. 3181 is equipped with hydraulically actuated and lubricated forward and reversing clutches for easy fingertip control. The entire transmission and clutches are complete with oil cooling for use with a heat exchanger. A flexible drive coupling connects the gear with the engine.

Columbian Rope Developing Further in the Philippines

Frank R. Metcalf, president of Columbian Rope Company of Philippines, Inc., discussed at a recent conference in Manila with Carlos P. Garcia, President of the Philippines, the application for a cotton-spinning mill, which is to be erected. The application has been pending for more than one year.

Mr. Metcalf discussed also the export of abaca, from which manila cordage is made, and the exchange rate with President Garcia

Columbian Rope Company, Auburn, N. Y., one of the world's largest producers of cordage products, is the only United States rope manufacturer, which maintains its own packing establishment in the Philippines. It employs several hundred Filipinos.

L. A. Exide Executive Named to National Post

Robert J. Muth, former Los Angeles branch sales manager for Exide Industrial Division of The Electric Storage Battery Company, has been transferred to the Philadelphia headquarters of his firm, as field sales manager.

In the newly created position under Exide's sales manager, Muth will be responsible for all branch operations in the United States.

Mark Ogden Directs Cummins Sales in Southern California

Appointment of Mark Ogden as general sales manager of Cummins Service and Sales, Los Angeles, the Southern California distributor of Cummins Diesel engines, was announced by S. B. Cook, vice president.

Mr. Ogden has been sales promotion manager for Cummins Service & Sales since January, 1956. Previously he was executive editor of "Diesel Progress"; manager of advertising and public relations for Watson & Meehan, San Francisco; and vice president of Spencer Curtiss, Inc., an industrial advertising agency of Indianapolis.

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We say this about shrimp rope just as easily as we say it about trawling and purse seine rope. They all come under the heading of Roebling Special Galvanized Fishing Rope, and everything we say about it is *true.* Your distributor will show you and so will we: Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

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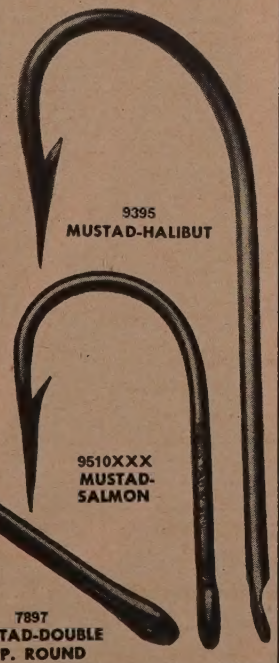

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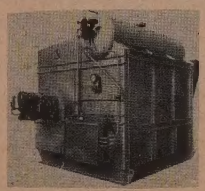

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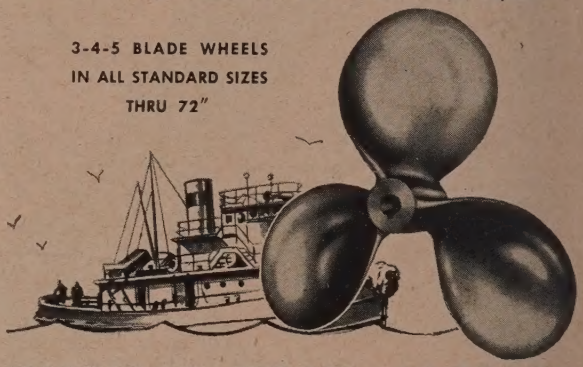

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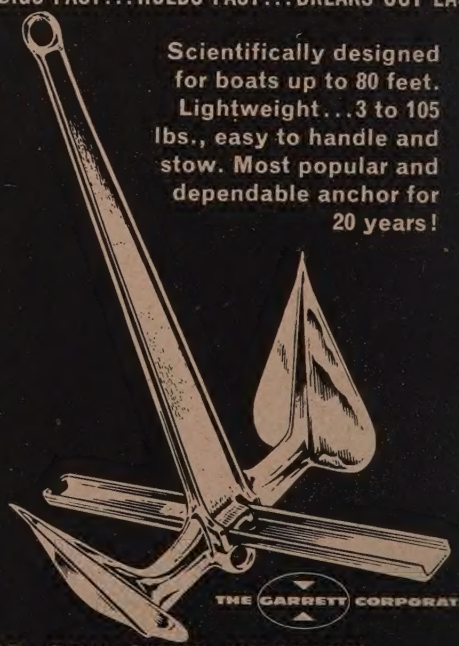

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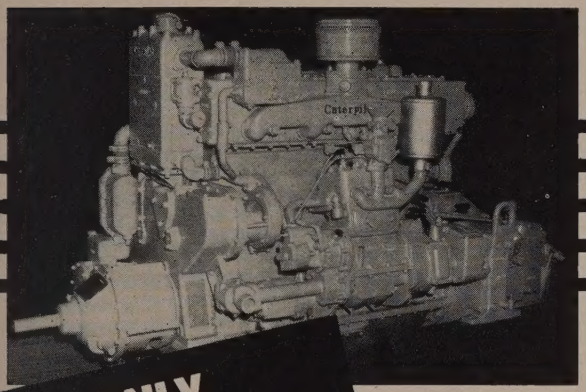

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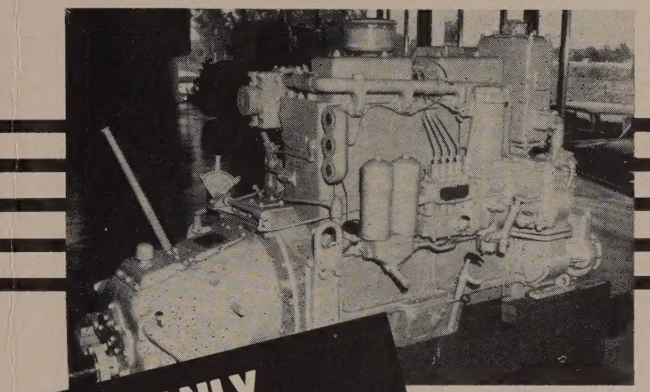

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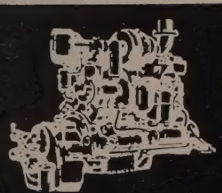

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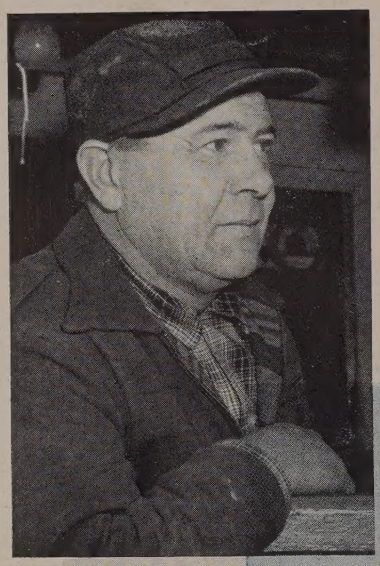
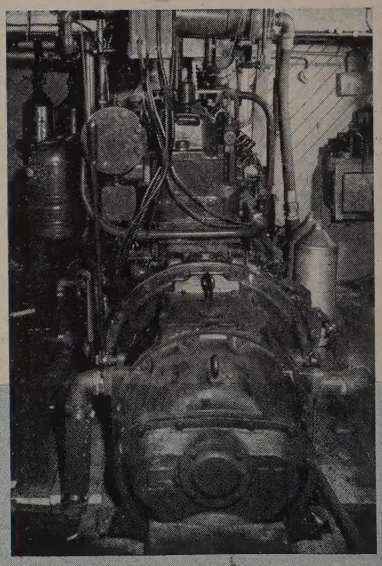


Capt. Leif Talgo has a new Waukesha . . .



his dragger "Captain Deebold" has a

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